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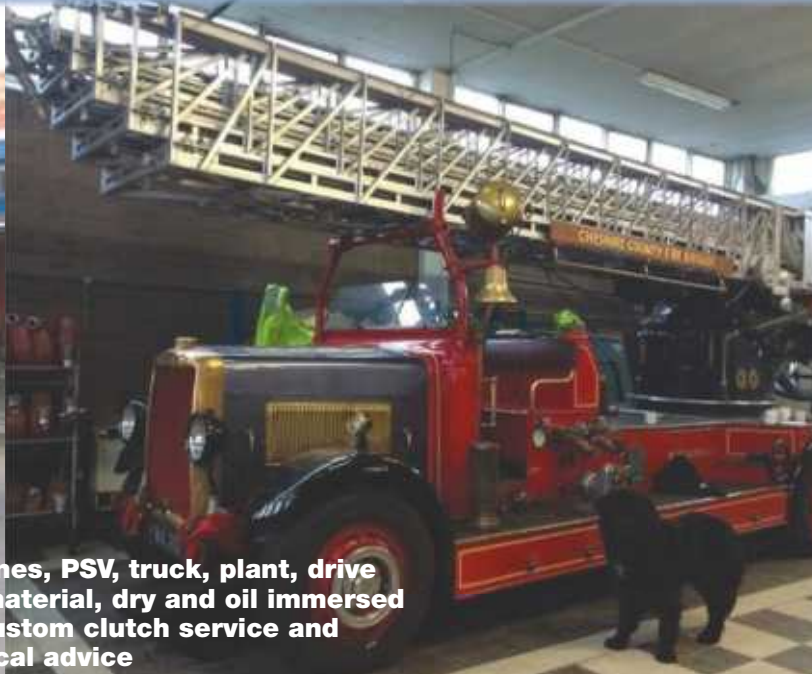
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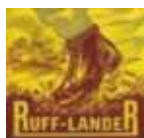
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As a reminder that recent events are nothing new, a rather scruffy pre-war Fordson 7V makes its way through floodwater from the River Severn, near Gloucester Bridge, in February 1946. It was probably taking essential supplies to stranded people, just as modern vehicles will have been doing in recent weeks. I'm sure everyone will join me in sympathising with those who have been going through such a bad time recently.

Well, we're into the New Year now, and many of us are looking forward to the new rally season, with diary dates coming in thick and fast. Meanwhile, I'm sure that a lot of us would probably rather be coping with some snow and ice, rather than the incessant rain, and our hearts go out to those affected by the terrible floods in so many places. The power of water, like wind and fire, seems to be reminding us that nature is not to be ignored.

Not that it will be of any consolation to those who have suffered so much from the recent flooding, I thought it would be interesting to show that this is nothing new, when I found the picture on this page in the Stevens-Stratten Vintage Roadscene Picture Library.

Dating from February 1946, it shows a pre-war Fordson 7V, looking a bit worse for wear after years of wartime neglect, making its way through floodwater from the River Severn near Gloucester Bridge, where the river was over its banks and miles of country were submerged and many roads impassable. Hopefully, the water was not about to reach the air intake of the carburettor of its V8 petrol engine, or that would have been that. Maybe it was taking vital supplies to beleaguered people who had been cut off?

Whatever, it reminds us to remember all those people who have lost so much in

recent weeks, no doubt including many pictures and other valuable memories. You have our sympathy and hopes that your lives get back to normal as soon as possible.

Talking of memories, I have recently visited the Milestones Museum in Basingstoke, which is a shining example of how our transport history can be showcased, right alongside many other aspects of life. Milestones remembers the important contribution to the local economy which Thornycroft, Taskers, railways, buses and trams made, as well as other aspects of life, like the Gas Board, Co-op, sweet shop and much more, in a way that some other local museums do not, as Malcolm Bates bemoans in his article in this issue.

I've just been reading a book about English 'icons', in which a number of writers wax lyrical about all sort of things, from post boxes to hillsides, but none mention anything with an engine, without which many of their icons would be out of reach. OK, as readers or writers of this magazine, we're biased, but we really need to do all we can to let other people know how important road transport, in particular, has been to the well-being of the population over the years, to counteract all the negative 'despoiling the countryside' stuff.

Which sort of brings me back to where I started. Of course, many of the rallies we enjoy these days have names like 'Steam &

Country Fair', where the various old vehicles take their places alongside all sorts of other aspects of life in the past, which is just as it should be, but we all ought to do our bit as enthusiasts to present our interest in the most positive light.

Which is why I'd like to think that Fordson 7V in the picture was taking essential supplies to stranded people, just as modern vehicles will have been doing recently.

ON THE COVER...



This Atkinson 'Silver Knight' tractor unit and tanker trailer, seen at the 1962 Commercial Motor Show, on the Universal stand, are indicative of the way in which articulation was gradually taking over in the transport industry at the time. Previously largely used at lighter weights, especially for urban deliveries, the flexibility of artics was being recognised by companies operating at top weights as well. The changes in construction and use regulations, which favoured artics, were yet to come into force at this time, but Bulwark Transport, well-known for its fleet of eight-wheeled tankers, was already showing the way forward. (CHC aap917)

REMEMBER THE CART WHEELS?

Ron Henderson looks back at the old-style wheeled escape ladders.

At one time, one of the most renowned characteristics of Britain's fire engines was the big wooden cart wheels protruding from the rear end, a characteristic that has been absent from the scene for many years now. The big cart wheels were attached to a ladder set, which was predominantly a British peculiarity, but extended to colonial fire brigades that at one time were British crown colonies, administered by British fire officers, who naturally adopted British equipment.

These wheeled escape ladders had their roots way back in 1819 when a Mr J Gregory invented the first practical street fire escape. This consisted of sliding ladder sections, capable of being extended and mounted on a two-wheeled carriage, which was the forerunner in the design of the modern fire brigade escape. In 1836, in London, a charitable organisation, the Royal Society for the Protection of Life from Fire, was formed to sponsor escape ladders.

These were to be placed in various parts of London and later in the provinces, where they were stored in suitable places, such as church yards, during the day and, at night, brought out to a prominent place in the town, under the care of an escape conductor. The



Above: An early wheeled escape ladder of the type that would be positioned in a prominent place in a town centre and trundled, with much exertion, to a fire by hand. This one has a hinged fly ladder beneath the main ladder.



weight of these new 35ft ladders, invented by Abraham Wivell, who later became president of the society, necessitated them being mounted on a sprung carriage with two big cart wheels.

A large 22ft fly ladder, hinged at the head of the ladder, could be hauled up to extend the height and, if this was not long enough, a 16ft extension could be added to the fly ladder, giving a total height of 60ft. A canvas chute was attached to the underside of the ladder, for the more mobile casualties to slide down to ground level.

These escapes were in use for over 40 years. The conductor, accommodated in a small sentry box shelter, would guard the escape and, armed with a crowbar, axe and rattle,

Left: A turn-of-the-century Shand Mason horse-drawn escape van of Sunderland Fire Brigade. The same ladder set was still being used in the Borough in the mid-1950s, mounted on a pre-war Leyland motor pump.



Above: In 1903, Tottenham District Council became the first British fire brigade to buy a petrol-driven fire engine, equipped to carry a wheeled escape. No pump was fitted, but a 40 gallon soda acid fire extinguisher was situated under the drivers seat. A self-propelled steam Fire King was used when large quantities of water were required.

would respond to the cry of "Fire", whereupon with the aid of bystanders, he would trundle the escape ladders to the fire and undertake the rescue of trapped people.

During this era, the sole function of fire brigades, then operated by the insurance companies, was the prevention of fire loss by rapidly extinguishing fires and thus reducing the payouts from the insurance companies. In 1867, however, all of the society's escapes were gifted to the Metropolitan Board

of Works, which established the London Metropolitan Fire Brigade.

The introduction of telephone lines and overhead wires for tramcar systems was a later hazard for the deployment of the heavy ladders in the upright position. It was described in the Croydon Guardian that: "The days of upright escapes are nearly over. A great fear was to touch overhead telephone wires and bring a small chimney stack with a crash to the pavement injuring a pedestrian".

These fears resulted in the invention in 1893 of a sliding carriage, where the wheels could be slid along the underside of the ladder, thus reducing the pitch and permitting the ladder to be transported in a horizontal position, then elevated to a suitable height on arrival. From these improvements, the basic design of the wheeled escape ladder remained virtually unchanged, until its demise towards the end of the next century.

While hand-drawn ladders remained in



Above: This Dennis 'N' type from Mitcham, Surrey, was built in 1920 as an escape tender but, to improve the vehicles versatility, in 1927 it was fitted with a Merryweather 'Hatfield' pump.



Above: Until World War II, London Fire Brigade stubbornly continued with the notion of separate appliances for pumping water and carrying wheeled escapes, when the modern trend was to combine the two functions on one chassis. This 1934 escape van from Merryweathers, mounted onto an Albion chassis, was fitted with safer transverse seating for the crew. Designed primarily as a life-saving appliance, no pump was fitted; this came on a second appliance.

use in some areas until World War II, the increasing use of horse-drawn power resulted in the heavier escapes being mounted onto purpose built 'vans', some of which saw the escape totally suspended on the back of the van, while on others the cart wheels of the escape also formed the trailing wheels of the van, a small pair of wheels at the back of the van being manually dropped to ground level, when the escape ladder was removed.

The increasing improvements in the development of the internal combustion engine naturally saw its introduction into the British fire service, and it was Haringay Council, Middlesex that introduced the country's first petrol motor escape tender.



Above: In 1936, Aldeborough in Suffolk bought this simple Morris Commercial escape van, with a 50ft Merryweather 'Telescala' wheeled escape ladder, but adapted it to tow a Merryweather Hatfield trailer pump for the water supply.



Above: Just prior to World War II, fully enclosed limousine fire engines started to become increasingly common, despite the concerns from some chief fire officers that the addition of doors would seriously impede the response times of the crews 'getting to work' at a fire. Holmfirth in the West Riding of Yorkshire received this Leyland FK6 limousine pump escape in 1939, a true first-line appliance, equipped with built-in pump, 50 gallon water tank and 50ft wheeled escape ladder.

Built by Merryweather & Sons of Greenwich, no pump was fitted, but the next one, delivered to nearby Finchley Council, did have a built-in pump worked from the vehicle engine.

This machine was the pioneer, which led to the future range of pump escapes, (a pumping appliance also equipped to carry a wheeled escape ladder) which, apart from the developments and improvements in vehicle design, maintained a similar concept until the eventual demise of the ladder equipment. Next month's issue will continue with the post-war developments.

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An Istanbul scene in 1966, probably the Galata Bridge, featuring some American vehicles and a Volkswagen pick-up, with an International lorry to the fore.

5,000 Miles Overland

Last time, *Michael Baker* told us about his early acquaintance with commercial vehicles, including driving for a Sussex haulier, as practice for an overland trip to Nepal. Here we read of the first part of that trip...

After seven weeks of driving a lorry all over Sussex and a fair part of London, I felt that perhaps I was slightly better equipped to take on the task of driving a lorry 5,000-odd miles to Kathmandu: time would tell.

On an early March afternoon, we crossed to Le Havre and set off in a procession of three ex-RAF Bedford RLs, identical save for their names, 'Faith' (which was mine), 'Hope', driven by Jim, and 'Charity', driven by Roger who, with Janet, was in charge. We had some 50 passengers, tents and the various equipment necessary for what was scheduled to be a five week journey, not just to Afghanistan, but on down the Khyber Pass to Pakistan, then along the Grand Trunk Road through Northern India and eventually up through the foothills of the Himalayas to Kathmandu, the capital of Nepal.

Our progress through France was hardly electric, 40mph being just about the maximum possible to achieve in our R Types. Avoiding the toll roads, we eventually reached the Mediterranean and parked for the night at the bottom of a hill, in one of Nice's rather smart suburbs, passengers and drivers finding bed

and breakfast accommodation nearby.

Nice largely owed its expansion during the 19th century, into perhaps the most popular and up-market resort on the Cote D'Azur, to affluent British visitors. I wouldn't say the presence of our three vehicles in 1966 re-wrote history, but it must certainly have caused a few raised Gallic eyebrows.

On we went, and I kid you not, paused outside the Casino at Monte Carlo, parked alongside a selection of Bentleys, Maseratis, Alfa Romeos and such like. Then it was on to Italy where, east of Trieste, 'Faith', but not the two immediately ahead of her, was stopped by the traffic police for reasons none of us ever fathomed and I was fined 50 Lira.

One of the Bedford RLs making its way through an Iranian white-out.



Beyond lay Communist Eastern Europe, where lorries, both military and otherwise, carrying passengers were relatively common, although the gentlemen in charge of the Bulgarian border viewed us with deep suspicion, making everyone disembark and line up beside their vehicles, anyone with long hair invoking some very hard stares and detailed inspection of passports, medical certificates and visas, before we were reluctantly allowed to proceed.

Sofia was like a time warp in just about every respect, stuck somewhere around 1950, in terms of hair styles, women's fashions, hotel appointments and the quality and variety of food; a black, grey and brown world, with very little bright colour. It was raining hard when we left, and I was somewhat put out to find 'Faith' shimmying daintily, regardless of where I attempted to steer her, all over a section of road, seemingly paved with shiny, slippery bath tiles, at one point heading straight for a tram, before at the very last moment changing her mind and skipping back to her own side of the road.

Istanbul, as every travel writer will tell you, is where East meets West. Back then, the only way to cross the Bosphorus was by ferry. So that's what we did, along with thousands of other vehicles which made that journey every day. Many of the ferries, some still steam-powered, had been built on the Clyde. We were to encounter more steam beyond Ankara, most of the trains, running for many miles more or less parallel to the road, being hauled by big, German-built ten coupled steam locomotives.

Nobody could doubt we had left Europe behind, dropping further and further away



Above One of the mirror-image AEC Regent double-deckers on a bridge in Teheran.

as, for six days and over 1,000 miles, we travelled through some of the most beautiful, wildest scenery imaginable, reaching 6,000 feet. For hour after hour, we would roll along; 'Faith', 'Hope' and 'Charity' seemingly the only moving objects in an empty, white landscape.

SOFA WAS LIKE A TIME WARP IN JUST ABOUT EVERY RESPECT, STUCK SOMEWHERE AROUND 1950, IN TERMS OF HAIR STYLES, WOMEN'S FASHIONS, HOTEL APPOINTMENTS AND THE QUALITY AND VARIETY OF FOOD

In a day, we might pass three or four lorries, usually Mercedes, but sometimes a Leyland, a couple of buses and perhaps a military convoy.

The narrow, poorly surfaced, often precipitously aligned road demanded ceaseless concentration. The needle-like outline of a

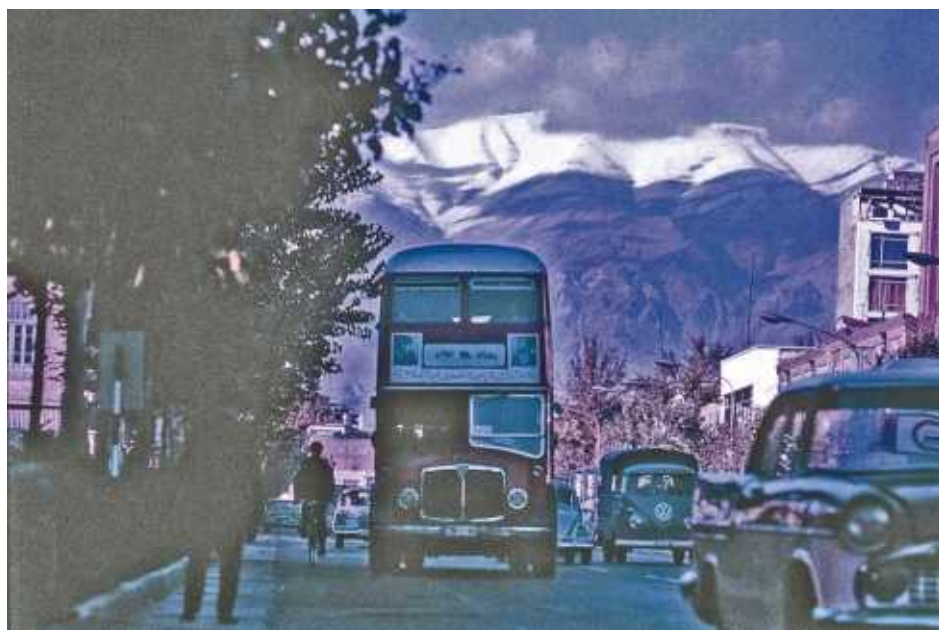
minaret was invariably the first indication that we were approaching a town, which would mean an hour or so's relaxation if it was the middle of the day, or the end perhaps of an eight hour stint at the wheel, if it was evening.

In one town constructed, like all the others, of mud or stone, one or two storey dwellings in shades of black, white, grey and brown, our arrival corresponded with a national

holiday. Most of the population, the men dressed like something out of a L S Lowry painting, the women in long, dark dresses with hair tightly pulled back, was parading up and down the main street behind a two-man drum and bugle band. An almost toothless character with straggly black hair stood at the entrance to a tea-house, loosing off shots from his rifle into the air.

Later that evening, a military convoy, made up chiefly of Mercedes lorries, entered from the east and proceeded down the street. The crowd dispersed to let it through, but one small boy, aged about seven, failed to get out of the way of the leading lorry, the offside front wheel of which passed over his leg. The driver looked down then back up the road and continued steadily on.

Not until the last lorry was clear of the end of the road did a man step forward and tenderly pick up the small boy, who appeared too shocked to cry out. Surrounded by weeping women, he was carried into a shop, the remainder of the population watching silently and impassively. This was the same town where we came across a small bus parked on the outskirts, upright but its roof flattened so it touched the seats. Clearly it had rolled off the



Above An AEC Regent among the traffic in Teheran.

road somewhere out of town; this was not the only aftermath of such an accident we were to come across. Violence was never far from the surface and, in another town, the local policeman insisted we camp out in the police station compound, "on account of the bandits".

Closing on the Iranian border, and not all that far from the USSR, we passed Mount Ararat, rising to 16,946 feet and, according to legend, where Noah, his ark and his family and all his animals made landfall.

The Iranians seemed to be ahead of the Turks when it came to road building, at least for a while. Lulled into a false sense of security, rounding a bend I came across – well, fortunately not quite across – several quite neatly placed, but substantial boulders, marking the centre of the not very wide road. Shortly after that the nice, tarmac surface gave out, to be replaced by a far more interesting one, consisting mostly of varying sizes of hole. At least, sitting up in the cab I could brace myself before negotiating the holes; for my unfortunate passengers, life suddenly became full of unexpected ups and downs.

We were now no great distance from Tehran, the road surface was better, the traffic, mostly lorries, heavier and the sky clear. Then, early in the afternoon, it gradually grew darker. A few flakes of snow drifted down. The snow grew heavier, but the lights of oncoming lorries

kept us company and there was no cause for apprehension – yet. The storm intensified and, every so often, I had to stop and clear the windscreen, the wipers being overwhelmed.

In the back, the passengers huddled together as best they could, trying to escape the snow, which crept in through and under the canvas awning and swirled about them. Then, with the light scarcely better than night, it occurred to me that we hadn't seen any other vehicle for some time. Surely they hadn't all pulled in somewhere and waited for the storm to pass? So we struggled on in the deepening gloom.

Then Rachel, sitting beside me in the cab, called that she could see lights far away to the left, the snow slowly easing and the light



Above Michael's drawing of a Mercedes lorry, seen in Iraq in 1966.

gradually improving. I swung the wheel over, we bounced along what was now obviously untrodden desert, onto which we had strayed, and regained the road and were much relieved to find 'Hope' and 'Charity' a short distance ahead.

The Shah of Iran still ruled Iran in 1967. He was hardly wedded to the notion of democracy, but at least women had a much better deal than in the regime which followed,

electrical problems and, with much scratching of heads and beards, certain solutions were proposed. She emerged from these ministrations a little better, if hardly cured and we proceeded on our way eastwards, on towards Afghanistan.

My first crossing of this border, on a previous trip, had been in quite the largest lorry I had ever travelled in. It was an Iranian-owned, American-built Mack, with a high, upright,

canvas-roofed cab, which gave it the appearance of something left over

THE IRANIANS SEEMED TO BE AHEAD OF THE TURKS WHEN IT CAME TO ROAD BUILDING, AT LEAST FOR A WHILE.

lady drivers and women without headscarves going about their business in Tehran, much as in a western capital.

At that time, Iran and the UK were trading partners. The Rootes Group, in particular, had got its foot wedged firmly in an open door and Hillmans and Commers and, to a lesser extent, Humbers, shared the busy streets of Tehran with the products of Mercedes, Volkswagen, Opel, MAN and the Turin factories, amongst others and, most surprisingly, double-deck Park Royal-bodied AEC Regent buses, which, incidentally, I had also encountered in Baghdad the previous year.

We drove 'Faith' down to the 'Street of a Thousand Vehicle Repair Shops', explained her

from the 1930s, although it was actually quite modern. The road was completely unmade – in other words non-existent – and the Mack negotiated a number of dried-up river beds, easing its way down and growling away back up the other side, its driver throwing his hands in the air and bellowing 'Afghanistan!' in a most expressive manner, while playing a tune on his gearbox which seemed to have an almost unlimited number of gears.

But by the time of this trip, the Americans had kindly built an excellent road, which took

Right: An MAN lorry on the road near Petra on Jordan.





The Mack lorry, in which Michael travelled into Afghanistan on his first trip, seen between Meshed and Ghazni.

us to the ancient and rather attractive city of Herat, where horse drawn tongas (carriages) provided the local public transport. From there on, another excellent paved road, this time built by the Russians, extended some 600 miles, swooping down south-eastwards towards Kandahar and then swinging north-eastwards, growing ever nearer to the Kindu Kush, which loomed higher and higher on the northern horizon and would continue on into Pakistan, India and Nepal to become the Himalayas.

We stopped between Herat and Kandahar at a brand new hotel, provided by the Americans and, rather naively, hoped we might find bed and breakfast. There was even a swimming pool. Sadly, this was the only water to be seen, though highly unsuitable for swimming in, apart from a billy can, boiling over a paraffin stove in a wooden shack, attached to the back of the hotel. The proprietor proved to be an Afghani in traditional caftan, turban and whatever traditional Afghans wore underneath, who also offered us kebabs.

On closer enquiry, we learned that the nearest electricity and piped water were many, many miles away. The hotel was one of the many crazy examples we were to come across in Afghanistan of the USA trying to outdo Russia and the Russians trying to outdo the Americans, in offering gifts, without any Afghani being consulted. Rudyard Kipling's

'Great Game' of one hundred years earlier was clearly still flourishing, the only difference being that America had replaced Great Britain.

Afghan lorries were something to behold. The chassis, engine and bonnet were imported from the USA, but the completed vehicle, made of wood and put together in someone's back yard, was designed along the lines of the pioneering days of motor transport in the UK, when a commercial vehicle performed duties both as a bus and the local carrier, which included conveying animals to and from market.

Passenger accommodation consisted of a narrow plank, placed inside the cab directly behind the driver, plus several other seats on either side of the driver. Passengers might also find themselves among the various items in the cargo section at the back or, indeed, on the roof, with bundles of live chickens tied together by their legs and several goats.

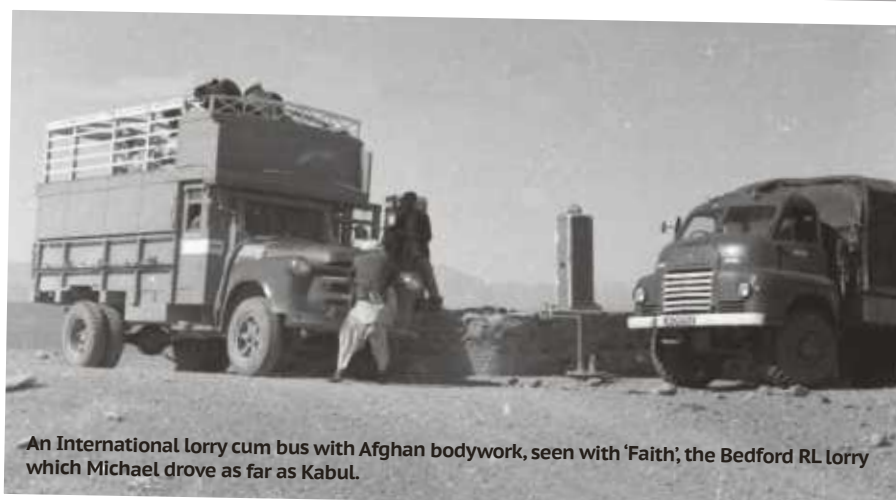
Kabul was a ramshackle, noisy, but very friendly place. How times have changed. Our hotel was the Nawazish which, of course, was at once renamed the Neverwash, a not inaccurate description since the entire, rambling building possessed only two wash basins and any customer requesting a bath was directed to the public one across the street.

Within 24 hours, our party had begun to split up. Several went off next morning in the little blue and white American International school bus which linked Kabul with Peshawar, the principal town of the North West Frontier. Others flew out over the same route, or on to Delhi. Meanwhile, negotiations had opened with Abbas, the Afghan businessman and general wheeler-dealer, with whom we had always kept contact, over the possible sale of two of the lorries, leaving us with the third, which we would take on to Nepal.

Although fluent in English and German, and well-travelled in Europe, Abbas still operated within the traditions of his country and the Moslem religion. His wife, for example, would never be seen out and about, except with her husband and always wearing traditional black chadri, covered from head to foot, her eyes visible only through a piece of gauze.

It soon became clear that these negotiations would be lengthy, not least because second-hand lorries were no longer considered as desirable as they had once been, an influx of gift-aid vehicles from the USSR and the USA greatly distorting the market.

Next time, Michael takes us on to the end of his journey to Kathmandu in Nepal.



An International lorry cum bus with Afghan bodywork, seen with 'Faith', the Bedford RL lorry which Michael drove as far as Kabul.



In the summer of 1973, a nearly-new Gardner 240-powered ERF 7LV artic of Rookes Transport of Tadcaster, VWR 294L, arrives on site with a very full load of concrete manhole rings and slabs. The rope-operated back-actor/excavator is about to start off-loading.

The Pipes, The Pipes...

Leo Pratt shows us some of the lorries he supervised unloading on building sites over the years.

No, they're not calling, they're being delivered, to sites where Leo Pratt oversaw their unloading – and took pictures of the vehicles, which he now shares with us.

Drainage pipework was nearly always a feature of the contracts on which the writer was employed over the years, all types and all diameters of pipes being involved, but with concrete pipes and manholes being most prominent.

The accompanying pictures depict just a handful of the numerous deliveries we had to the various sites. We would always attempt to off-load these as quickly as possible and get the wagons away, which was beneficial to both the drivers and ourselves. They appreciated a 'quick drop' and we would know we could rely on their cooperation the next time, especially if we needed the pipes dropped in an awkward spot.



Above Another 1973 picture and another full load, this time of spun concrete pipes, on a tri-axle platform trailer, hauled in by a Scania 110 Super, BUK 898H, dating from 1969-70, of Joseph Foulkes of Wednesfield, Staffordshire. We always tried to ensure good hard-standing areas for these heavy loads, especially for artics.



Left: A novel method of unloading, seen here in action during 1972, was the 'fork off-load'. Upon arrival at the site, the driver would land the trailer legs, then remove the unit, raise the frame and proceed to unload his trailer. As can be seen, this 1969-70 Barnsley-registered Mk II Atki, THE 962H, is off-loading packs of Naylor vitrified clay pipes with ease.

Below: Most sites had pipe runs and manholes of various diameters and, towards the end of a contract, we would require a 'make-up' load, to complete the works. Here, just such a load has arrived at a site in Wakefield during March 1978, courtesy of this tidy platform-bodied Dennis Dominant, EUE 213K (Warwickshire, late 1971), of J N Marshall, Lutterworth, near Rugby.



Above: On a major contract near Goole, an almost new, fully-loaded late Ergomatic cab Leyland Octopus flat has just arrived and is seen backed-up to the NCK Pennine crane to be off-loaded. Four large diameter Redland concrete pipes constituted a full load on 30 tons gross BRA 921T in September 1979.



1: A regular visitor with pre-cast concrete products was this hard-worked Foden S80 long wheelbase six-wheeler, with an extended platform body, RDO 434R (Boston, Lincs, mid-1977), seen here off-loading concrete manhole sections on a Wakefield site during July 1986.



2: Another Sed-Atki, this time the later Strato model, from the fleet of our old friends Tudor Transport of Burton-on-Trent, G797 NYA (Somerset, 1989-90), seen here in winter conditions in December 1996, with a full load of concrete manhole sections for us to unload. Extra care had to be taken in ice and snow when off-loading these heavy lumps.



3: Not all our pipes were made from concrete. Here the boys are unloading some specially lined and coated large diameter steel pipes, to be installed in a major new clean water treatment plant. They have been brought to the site by slightly battle-scarred, but otherwise smart, ten-year-old Seddon Atkinson 401, D461 GEX, of P J Butler & Son Ltd, of Oldbury in the West Midlands, in 1996.



Above: Over the years, we had many loads brought in by 'Tudor Transport', based near Burton-on-Trent, and I decided that, before the boys and I unloaded this one, she was worth a photo. The Atki Mk II, complete with sleeper pod, PYN 629L (Greater London, early 1973), is seen on a Tilbury construction site at Wetherby during the winter of 1981.



Above: Another site, another off-load, nearly completed, from this shiny new Foden 3000. We were told that S746 RMB was a Foden 'Alpha' demonstrator, so I decided she was worth a photo, back in October 1998.

Below: Sometimes upon arrival at work we would be greeted by wagon-loads of pipes waiting to be off-loaded, as was the case with this tidy old Volvo F12, B522 WEU (Bristol, 1984-85), in March 1999. The driver had arrived at the Bradford site after hours and 'got his head down' for the night. We soon had him unloaded and away, and our pipes 'strung out'.

Right: To conclude this selection of pipe delivery vehicles, we have another 'make-up' load of pipes and manhole rings, just arriving on our site at Yarm in September 2000. Twin-steer six-wheelers didn't appear too often, so G W West of Swadlincote, Darbyshire's 'Chinese Six', G184 DDH (Dudley, 1989-90), had to be worth a shot.



This brightly coloured Scammell Explorer recovery vehicle, dating from 1955, has been a regular at shows for many years. It is seen here at the Toddington Steam Rally, when it was held at the back of the Cheltenham Racecourse in 2008.



Upcycling Part 2 - SCAMMELLS

Ian Young takes a look at some ex-military Scammells that found a new life on 'Civvy Street'

As mentioned in my previous article, recycling is often regarded by some younger members of society as the latest 'in thing', a modern day phenomena, and the word 'Upcycling' seems to be the latest buzzword. However, as discussed previously, upcycling has in fact been around for many, many years and classic vehicle owners have always been at forefront of this movement.

This time around, I've gathered together another collection of photos which feature ex-military Scammell vehicles that have gone to find a second life on 'Civvy Street', some of which date back to the end of World War II. Despite some of these vehicles being more than 70 years old, they're still being regularly used, either as recovery



Above: It's clear to see that this Scammell Pioneer has seen both civilian and military service, but like so many other Scammells it was purchased with a view to returning the vehicle to its original military specification.

Left and below: The Walter family has been involved in the vintage commercial scene for many years, and Lee Walter soon followed in his father Mick's footsteps, purchasing his own ex-military vehicles. Here we see Lee's Scammell Crusader recovery vehicle alongside Dad's S26 26-30 ballast bodied truck, now converted to a living van.



vehicles or simply as play-things.

Go to any vintage lorry show, steam rally or military show and the chances are you will come across these vehicles. Some now sport more outlandish colour schemes than their original drab military paint, although many have gone full circle, having served in the military, been sold off and put to use by commercial operators, only to be returned to their original military condition for private owners to enjoy, at the many military vehicle shows held around the country each year. The one thing we can be sure of is that these vehicles have at least been preserved for posterity and will probably outlive us all!

Recovery vehicles based on the Scammell Crusader have proved very popular with private recovery firms, while some were still in service with the British Army until the early 21st Century, though most, if not all, have now been disposed of.



1



2



3



4



Left 1: The Explorer was a post-war development of the wartime Pioneer, which now offered a full 6x6 layout. Needless to say examples were snapped up by recovery companies, once they were sold off by the army.

2: Another fine example of an ex-military Scammell Crusader recovery truck still earning a living on civvy street. This one was spotted at a steam rally in Gloucestershire.

3: This Scammell Explorer is well known within the All Wheel Drive Club Heavy Section, having attended many off-road events. I've seen it in action myself and what these Scammells can do is incredible to behold.

4: Another Scammell Pioneer recovery truck, which has been a regular at the 'War & Peace' military show for many years.



Above and left: Though hard to distinguish as a Scammell Pioneer recovery truck, having been customized with new bonnet, cab and bodywork, the 'coffee pot' poking through the front of the bonnet gives the game away on this vehicle which served Caffyns as a heavy recovery in Kent for many years.

Despite the distinctly 'un-military' colour, there are a few tell-tale signs that this is, indeed, an ex-military Scammell Crusader recovery truck, one of which is the military-type screw-on light lenses above the headlights.





Above: The introduction of the Scammell Crusader recovery vehicle by the British Army introduced much-improved equipment over previous vehicles, including a rear underlift system. As a result, this type of vehicle has proven popular with private recovery firms since being pensioned-off by the military.



Left: Although it is finished in an original British Army Deep Bronze Green colour scheme, this 1981 Scammell Contractor tank transporter is, in fact, privately owned and was used to transport the owner's Centurion Armoured Recovery tank seen beside it to shows.

Below: The Scammell Commander was the last of the big Scammell tank transporters to be used by the British Army and a few have found their way into private hands. This example was photographed at the Overlord military vehicle show near Portsmouth in 2008.



Right: The Pioneer is probably the oldest type of ex-War Department Scammell to be found in private hands, dating from World War II. This example was restored to its original wartime configuration, after the private recovery firm that had been using it since demob had finished with it.

Below left: Not all ex-military vehicles go on to work for their new owners; some simply buy them to use privately on the military vehicle scene. One such example is this Scammell S26 ballast bodied truck, which was spotted at a steam rally in Gloucestershire some years ago.

Below right: Many ex-military vehicles go on to serve in civvy street, but more and more these vehicles are being snapped up by enthusiasts, who return them to their original military colours and specifications, such as this Scammell Crusader recovery truck.



Above and left: So where do you get these ex-military trucks in the first place? Well, Witham Specialist Vehicles is currently the official disposal agent for the UK MoD and this Scammell Crusader recovery truck went through one of the regular tender sales back in 2006. The fact that it is fitted with Macrolon add-on armoured panels and protective mesh screens on the windows shows that it once saw service in Northern Ireland. The Mercedes badge is obviously someone's idea of a joke!

More on Rankin

John Rodney Milner of Leeds was involved with Rankin vehicles during his time with the Leyland dealership, Isles Ltd, and offers some memories and pictures from that time.

• Rod sent us some information on Isles, as well as Yardley Transport of Leeds and other companies, which we published in the October issue. Here he has added much more about Rankin, following our 'Tailscene' item in the April issue.

Rod says: "When I left school at 15 years old, I started work at Isles Ltd, the Leyland Service Depot, at Stanningly in Leeds. I had a driving licence two weeks after my 17th birthday, so I was sent out on roadside repairs, starting with fan belts and injector pipes, moving up to bigger jobs.

We repaired Rankin vehicles at our depot, when they were in the West Riding of Yorkshire and needed repairs. Rankin operated many Leylands in its fleet, as well as other makes, Atkinson, Scammell and AEC. There were flats, as well as tankers. Rankin eight-wheeled tankers delivered fuel oil to Tetleys brewery in Leeds and around the woollen mills of Bradford.

I was instructed by Philip Clegg, our workshop foreman, to go in the Land Rover to Manningham Lane, to a Rankin Leyland Octopus eight-wheeled tanker with half-shaft trouble. It was a rare single-drive type – the double-drives did not break half-shafts. The vehicle was loaded with fuel oil for the

Listers Giant Manningham Mills at Bradford. This mill still stands, with its preserved buildings and a fantastic factory chimney.

I soon had the broken shaft out, using the 8 ft by 1 inch round bar and hammer. New joints and a new half-shaft fitted – an easy job. This Octopus was spotless. It was an air-brake type and was double-shifted. The day driver took the vehicle from Teesside to Yorkshire, unloaded and returned to Teesside, loaded and returned to the depot for the night driver, who did the same for the day man.

'Rankins' were very safety-conscious, fitting large aluminium signs on the rear mudguards of the eight-wheelers with "Mind That Child" stamped in red on white. This is just visible in the pictures of RTN 391 and 858 NBB.

RTN 391 was a Lockheed brake-type Octopus with a new air-brake type cab fitted. The tank just visible between the axles was the vacuum tank for the brakes. This vehicle may have been accident-damaged and had a new cab fitted. A lot of Rankin vehicles were also fitted with Autolube.



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Above: A period advert for Isles Ltd, the Leyland dealership where Rod Milner worked and came into contact with Rankin vehicles.



Above: A view of part of the Isles repair shop, with the Diamond T of Elliott of York, EGG 999, having an engine transplant, from Hercules to Albion/Leyland O.900. This Diamond T now lives in York, owned by David Weedon.

Bob Rankin and his son, also Bob, ran the company, but it was Bob Senior's mother who began in transport with horses. The 1950s depot, on the junction of Cut Bank and Ouse Street, in Newcastle, was used as an office and warehousing, although earlier had been used as stables. The quayside was easily reached from Cut Bank and a large amount of ship-related work was loaded onto the Rankin vehicles.

Ex-driver, Alex Fox was instrumental in establishing a depot at Fleet Street, North Ormesby, in Middlesbrough. He was known as 'ABF' by the Rankin staff. In the early 1960s, Rankin was operating 'Power Plus' Octopuses and Leyland Badgers, a new range from Leyland Motors.

Our workshop foreman, Philip Clegg, was head-hunted by ABF at Rankins, to come up to Middlesbrough, with his family, to run



Above: Another view of the Isles chassis shop, with a Rankin tanker in for a brake repair on the front axle; Forman Bros of Lincoln's Mack in for an engine transplant, a new Leyland O.680 replacing the original Mack unit; a Leyland Comet coal tipper on the right; and the rear of a Whitbread AEC Mammoth Major – Isles serviced the Dennis and AEC vehicles at Whitbread's Leeds depot.

the maintenance and repair shop at the new depot. With much soul-searching, he left Isles Ltd, and moved north. ABF and Rankins provided a house locally. 'Cleggy' took with him two Isles mechanics, both West Indians, Peter Drew and Raphael Morris, as seen in the picture; three months later, Pakistani lad Chishna Shereen also decamped to Middlesbrough to live. These three lads were good workers and were missed at Isles Ltd, but did not come back.

When I was an apprentice at Isles Ltd, I went as second man in the heavy recovery vehicle, to Bawtry, to an abandoned Rankin Leyland Beaver artic with engine trouble – the driver was absent. It was a 14.B10 type O.600 engine, with air brakes. We soon had a tow-bar fitted and my job was to steer the vehicle back to Stanningly, Leeds. There were no motorways at this time.

Next morning, I had to take the sump off the engine of the vehicle, and found four

inches of sand in the sump pan – and very little oil. The Leyland O.600 held six gallons of oil. The word 'sabotage' was used by Isles and ABF...? A service exchange engine was fitted to the vehicle urgently, at great cost.

The flat tandem trailer from the Beaver was parked up in the yard and attracted quite a bit of interest from us young apprentices. It was fitted with Dunlop' Aeroride' air suspension. The trailer was manufactured by Dyson of Liverpool, which was just round the corner from Rankin's Liverpool depot in Great Howard Street. This was in the early 1960s. Could this have been a prototype trailer on test? Rankins were very much up-to-date with new 'tackle'.

Isles Ltd were long-standing engineers and craftsmen since 1869, with Leyland



Above: Some of the Isles staff mentioned by Rod, photographed in front of a Whitbread AEC around 1961; Peter Drew and Raphael Morris on the left; Rod himself (aged 18, now 72) second left at the rear; foreman Philip Clegg, before he decamped to Rankin in the white coat; behind Roger Briggs in the glasses in front.



Above: An Isles recovery vehicle, an ex-army Morris-Commercial, with a four cylinder Perkins transplant.



Above: An Isles recovery vehicle towing a Leyland Super Comet of Davis Bros, London, with a failed gearbox. The Davis Leyland was from the brown-liveried era, pulling a four-in-line trailer.

Right: Brand new and awaiting delivery, an LAD Leyland Comet box van, 383 CUG, for John Crossley & Sons (Croslee Yarns), outside Isles. Crossley's was based at Lock Mills, Sowerby Bridge and used the Crosslee trade name for its nylon and terylene products.

Below: A Rankin Leyland Octopus eight-wheeled tanker, RTN 391. The vehicle is a re-cabbed type 22/01. The tank between the axles is the vacuum tank for the brakes. The sign bolted above the rear wing read: "Mind That Child".



smashed up, outside the New Inn at Scarcroft, between Leeds and Wetherby. A Leyland Octopus tanker ran into the back of an eight-wheeled Atkinson flat. Both were empty, returning to the North-east.

The Octopus was recovered by Isles on a suspended tow. The Atki was driven to Isles depot at Staningly, with sever rear end damage. After the rear lights were fixed and the bodywork temporarily repaired, the Atki went back to Newcastle. The Octopus had a new cab fitted and went back to Middlesbrough and was put back to work."

Isles was 'Rod Milner's workplace for six years. He says: "If you worked in the chassis shop at Isles Ltd, you grafted hard for prescious little reward. I did, from school,

Sales and Service, commercial vehicle bodybuilding, with painting and lettering to a high standard, engine reconditioning shop, electricians, a fuel pump and injector recon department, machine shop for surface grinding and drilling, crankshaft grinding shop, which could grind shafts from anything, from a motor-cycle to a Caterpillar D8.

I was working with Roger Briggs (with glasses below Cleggy in the picture) over in the chassis shop, when banging on the outside door on the main road caught our attention. We unbolted the doors and parked outside was a Rankin Leyland Beaver 14.B10 artic. The driver had brought a crankshaft down from Tyneside for re-grinding. The chassis shop was closed and the yard gates shut so, with a struggle, we managed to get the shaft onto a cart – a three-man job, as the shaft weighed about 5 cwt. The driver was pleased, as he had eight more deliveries the next day, after staying at Briggs Café, as seen in the advert, for the night.

The A58 from Leeds to Wetherby was a busy main road, with lorries from the North-east crossing to the North-west via the A62 from Standedge to Manchester and Liverpool. Very early one morning, two Rankins lorries were



Above: An air-braked Octopus, 844 LVK, with a white cab roof and more modern lettering. The autolube oil tank is just visible between the axles, while the "Mind That Child" sing is above the rear wing again.

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Above: An advert for Briggs Café, where the Rankin driver Rod and Roger helped was to spend the night.

Left: A Rankin Beaver Type 14B10, lettered for Cut Bank depot in Newcastle, with a Dyson tandem-axle trailer. Like the Octopus eight wheelers, this was a good workhorse, according to Rod.

In 1965, Bob Rankin sold out to the Transport Development Group – always known as TDG. The Tyneside part of the company was still hauling dry freight in the 1990s. The Teesside depot was to go all-liquid by the early 1970s, with a name change to Rankin Tankers, with a rusty red livery."

aged 15, until I left at 21, but I gained lots of experience working there.

The tankers of R Rankin & Sons Ltd were based at Trunk Road, South Bank, Middlesbrough, Cleveland, with an Eston Grange telephone number. The general haulage part of the company was also at Cut Bank, Ouse Street, Newcastle-upon-Tyne, running rigid flats and artics.

There was a small satellite depot at 5 The Wynde, Amble, 20 miles north of Newcastle, on the coast, telephone Amble 250. Rankin had a Liverpool depot at 150 Great Howard Street, telephone North 3295. The company's livery was dark blue, with red wings and wheels, while some later Leylands and the lone Scammell had white cab roofs.



Above: A 1966 Leyland Beaver with the Ergomatic cab from the Rankin fleet on the A62 at Standedge. another good workhorse in Rod's view, being followed here by one of R Hanson's Atkinson eight-wheelers in green livery.

Left: A late TS3-powered Commer QX four-wheeler seen at Rankin's Cut Bank, Newcastle depot, showing the variety of makes in the fleet.



In 1978, the Teesside depot was re-named Cleveland Tankers Ltd, with a new dark blue and white livery, to signify the breakaway from its Tyneside parent. TDG has since seen the Cleveland Tankers vehicle re-painted into the greenish livery of 'Linkman.

A LIFE IN GRIME AND A JOB IN LETCHWORTH

*Having started-out with the ambition of designing sports cars for Ferrari, **Malcolm Bates** instead ended up working for a manufacturer of binwagons based in Letchworth, Hertfordshire. Today – aside from being a regular contributor to *Vintage Roadscene* – he produces the leading waste and recycling trade magazine, 'Municipal Vehicle Operator & Plant Review', and over the years, has contributed to over 40 other vehicle industry titles. But guess what? He's never written a book before. Until now that is...*

We've all got our favourite stories about how we got involved with old vehicles, haven't we? Whether we call our favourite vehicles 'historic', 'classic', or 'retro' doesn't really matter. What matters is 'passion'. Not to mention having the resilience to handle the comments from friends and partners not so afflicted. "Why do you need a 1922 binwagon, for goodness sake?" is a question I've had put to me more than once. Why do I need it? I don't.

But someone has to look after what is possibly the oldest surviving SD Freighter on the planet and if we can temporarily divert from 'favourite stories' to 'favourite gripes', what really gets up my nose is the way Britain's Industrial Heritage is portrayed by the media, the education system, successive Governments and even worse, the professionals who you might think are there to look after that heritage – Museums.

There are, of course, many excellent exceptions – like the Cobham Bus Museum, The National Motor Museum at Beaulieu, the recently-rebranded Gaydon Museum (now the British Motor Museum) and loads of smaller or more specialised museums that don't tend to get national publicity. Like? How about the excellent Ulster Folk & Transport Museum in Northern Ireland? Or the Trolleybus Museum at Sandtoft?

No, my concerns are perhaps more directed at the Regional Museums in places where a particular industry was the key generator of the wealth that enabled our country to win wars of survival, build a global trading empire and become the hot-bed of invention it once was. Of course it's rather embarrassing that recent generations/politicians/rubbish management/the unions/bad luck (select to suit your own politics) have screwed things up.

That's not the point. The point is that Britain was once one of the most advanced manufacturing nations on the planet and the wealth and infrastructure created at that time is what enables us to have the luxury of being so useless at everything we do today.



Above: It seems our Malcolm has been fascinated by all forms of transport from an early age. Here he's trying to work out whether it would be possible to open the cab door of the Tucker 'Snow-Cat', hot wire it and drive it away before Lord Montague discovered it was missing from Beaulieu.

Railways. The steam engine. The jet engine. Ship Building. Indeed, without a strong naval and maritime tradition, there wouldn't even be an independent Britain. So why do so many museums seem to be embarrassed to say so? And why do some of our most precious artifacts languish either in dark 'depositories' unseen by today's younger generation, or have to be saved from destruction by private individuals?

You want examples? Let's try one with which I've got personal 'history'; The Heritage Museum in Letchworth, Hertfordshire, the world's very first Garden City. It could be argued that Ebenezer Howard and his pals were the world's first hippies in wanting to get back to nature and enable everyone to benefit from fresh air and fresh food. How the Garden City grew – although it never actually was a 'City', more a very nice, if rather quirky little town – is not really the article you might want to read in *Vintage Roadscene*, but perhaps the relationship between the creation of jobs and a

manufacturing industry, which included more than a dozen vehicle-related brands, should be? Because it's a story that can apply to other towns and cities, too.

BRANDS THAT BUILT BRITAIN

As Letchworth grew, it attracted designers and engineers looking to make a 'fresh start'. These included Chater Lea (motorbikes), Ascot, Phoenix, Arab (all cars), Lacre Lorries and, bringing my story back on track, Shelvoke & Drewry. In the years that followed – during which Letchworth was still very much a 'self-contained' community where the people who lived there, tended to work there – other vehicle industry-related manufacturing was attracted to the town.

Commercial vehicle body builder, Cecil Saunders. Hands Trailers. The Jones Cranes division of the George Cohen 600 Group. And, more recently, Ogle Design – the creator of the world's first production 'sports estate car', the Reliant Scimitar GTE – not to mention Borg

Warner and Morse Chain. It even turns out that even famous car designer John Tojeiro built his first spaceframe chassis in a shed in 'The Wynd' behind the shops in Leys Avenue, one of Letchworth's main shopping streets. It was only after he got thrown out for not paying the rent, and moved to a more rural location, ten miles away in Royston when, as legend has it, the 'Tojeiro' was created. It wasn't. It was created in Letchworth.

The Tojeiro, of course, became the AC Ace which, with help from a Texas chicken farmer called Carroll Shelby, became the AC Cobra. Did you know any of that? The AC Cobra has to be one of the most famous sportscars of all time, so surely you'd expect a plaque on the wall of the shed in The Wynd where it all started, wouldn't you? Nope. The Heritage Foundation allowed it to be knocked down. And there's no mention of this history in the local museum.

Likewise, the SD Freighter was one of the most technically advanced – at least for its time – commercial vehicles on the planet, too. SD's offices were some of the first to be built in a unique-to-Letchworth 'cottage' style. A Blue Plaque on the wall there, then surely? Nope, the Heritage Foundation allowed the whole lot to be knocked down, too. All that remains of SD today is the final late 1970s three story office block. Today that houses... The Heritage Foundation!

How about the Jones Cranes 'Iron Fairy'? Built in Letchworth and sold throughout the world. So you might expect to find at least one or two of the above products in the museum in the town in which they were built?

Sadly, 'manufacturing industry' is often treated as though is it a 'dirty' word. To quote the latest 'museum industry' funding mantra, museums are there 'to educate'. Really? If that's



Above: Some things never change! Having started out as a nosy young enthusiast, these days our Malcolm actually gets paid to play with some very expensive machinery – like this special JCB JS220 360-degree waste handler with elevated cab he was testing for a waste and recycling magazine article.

Left: Having had his first MG Magnette written-off by a Thames Trader tipper, Malcolm has retained a soft spot for the ZA and ZB models. Having owned several over the years, he has managed to look after 'WNG'; his latest, a bit better – and has avoided hitting anything with it for over 30 years.



the case, surely they need to tell it like it was? Even if it wasn't 'PC'. I'd love to hear your views on 'museums'. And whether the current trend towards interactive displays and expensive audio/light shows are really what we want – or whether museums should concentrate on packing as many 'real' exhibits in as they can.

My plea? As enthusiasts of road transport, we need to look beyond the actual vehicles to the

wider context: what the vehicles actually did. And, of course, as our readers' letters pages often reflect, look at the driving and social conditions at the time. Don't we? Or is that just me?

THE LETCHWORTH CONNECTION

So how did I end up in Letchworth, Hertfordshire when I wanted to be working in Modena, Italy? Life doesn't always go to plan and mine certainly didn't – although I suppose on reflection, getting a job as a dustman with Malling RDC during Art College summer holidays had the benefit of (A) earning enough money to buy an MG ZB Magnette as my first car – which wasn't too shabby – and (B) as a result, a couple of years later, helped ensure that I then knew a bit about binwagons, as this got me to Letchworth for an interview with Jack (JLW) Wilkinson, sales director at Shelvoke & Drewry Limited. Although it was the Magnette that actually got me there from my home in Kent, of course.

Just how hard vehicles – and drivers – from previous eras had to work is at the heart of my

Right: A hobby within a hobby? Taking visually correct photographs of old vehicles, many decades after they were new, without any obvious giveaways, is something of an art. Here is Malcolm's 1936 Riley 'Kestrel 12', parked outside the recently restored main terminal building at Croydon Aerodrome.

Below: A 'Tiller' isn't just for Christmas, it's for life. Little did our Malcolm realise it when he took this photograph of the restored 1922 SD Freighter, alongside one of the then latest PY Revopak's, that he would end-up as it's custodian, following it's rejection as an exhibit at the local Letchworth Museum.





Above: Remarkably, Letchworth was home to more than a dozen vehicle industry-related brands during a history that started as being the world's First Garden City and has ended up with it being a fashionable commuter satellite of London, with next to no manufacturing industry. Here is another Letchworth product not in the local museum, the stylish Britannia sports car.



interest today. Much of what kick-started that interest comes from both childhood memories, but my time as publicity manager at Shelvoke & Drewry – and more recently, as a vehicle industry journalist – has also contributed. You want an example? Take a hill – like Wrotham Hill in Kent, perhaps? That once resulted in something like the petrol-engined 1947 Thornycroft which my dad drove having to drop down to second gear, with me and my dad sweating from an overheating engine, the whole performance plagued by a troublesome Autovac – all to carry just five tons! Today, a 44 tonne Volvo or Scania would crest the hill with only a modest drop in speed, and the driver would be free from worries about gear-changing as the electronics would work it out for themselves.

'Hills' are actually as much a part of the history of the transport industry as the actual vehicles aren't they? There's Shap, of course. Plenty of tales about that. But we need to note that hills

Left: Of course, back in the 1970s, most company directors were at it – two-hour lunch breaks. Golf in the afternoon. And the Kelsey Media 'Editorial Standards Manual' doesn't permit any mention of what went on in the photocopying room. So our Malcolm had no problems with buying a couple of 'Action Man' toys, a Dinky Toys Ford Transit van, the Corgi Toys Mack tractor and trailer and Matchbox K7 'SD Pakamatic', in order to create this front cover shot for a new 'SD Service' brochure, on his expense account. Remarkably, three of the four models vehicles have survived – only the 'company car' Escort has gone missing!

Right: A former life as a dustman with Malling RDC helped our Malcolm get his first 'proper job' at Shelvoke & Drewry – having lost-out as a result of the Chrysler takeover of Rootes and rejection by Dennis Brothers and Scammell. Here we see one of the first all-colour SD adverts, showing the brand new NX and NY series refuse collectors and the sweepers sold in the UK, as a result of a short-lived alliance with Swiss manufacturer Rapid.

are the reason why there was often a gaggle of 'transport caffs' at the top – as there was at West Kingsdown, a mile or so beyond the top of Wrotham Hill. But what about Offley Hill in Hertfordshire? Today the hill has been by-passed. But it's where I had to change down into first gear, while driving an Ergo-cabbed artic, doing my HGV training, the Albion tractor unit loaded to the max with two brand new SD forklifts on the trailer.

Britain's lorry drivers really needed a network of transport 'caffs', when few drivers had a cab heater and, in any case, could only average a legal 20 mph. So how welcoming would a transport caff be, when your lorry had no cab windows and could only manage 18 mph flat out? That's all a 1920s SD Freighter can manage, yet SD staff used to deliver them by road to customers throughout the

We attack refuse from all angles

Whatever the quantity of customer refuse, Shelvoke and Drewry can comfortably cope. Bins? Probably the finest range in Britain. RCVs? We've always been the leaders. Sweepers/Collectors? Once you've tried the Rapid, nothing else will do. Shelvoke and Drewry know all about your refuse problems. And all the best angles of attack on them.

See our stand at the Public Cleansing Conference and Exhibition Torbay June 13 – 14.

Location by courtesy of The Birmingham Salvage Committee.

Shelvoke and Drewry Limited
Icknield Way, Letchworth
Herts SG6 1EN, Telephone 2234/B
A Butterfield-Marvey Company



Municipal Engineering/Municipal Journal



UK – including Scotland – in winter! It's understanding details like that that makes out hobby so interesting.

PRESERVING THE EVIDENCE

So, having established that museums can't always be relied on to deliver a wider picture – or even any relevant exhibits in some cases – how do we capture any evidence, while it still exists? We'll come to that in a bit but, in my case, I'm lucky enough to still be able to drive the vehicles that formed a large part of my younger days. I've still got an MG ZB Magnette

Left: Getting the SD 'PN City Truck' completed and featured in a head-to-head road test (against a Ford D-Series) in Truck magazine took a great deal of effort, but allowed our Malcolm to work with some industry legends such as Gerald Broadbent of Boalloy and, of course, Pat Kennett of Truck. The 'USP' of the PN was its narrow overall width (6 ft 6 ins) – something that sadly was largely overlooked in the article. The fact that it was rated at 12.75 tonnes gross rather than 16 tonnes also worked against it, but the big killer was a low back axle ration to give it good urban performance – and higher price than the Ford, of course – which gave it higher tonne-per-mile running costs. Thus a brave attempt to create a new generation of load-carrying SD Freighters failed to take off.

– although sadly, not the original one, which was written-off by a Thames Trader tipper.

I'm also lucky enough to actually own the very same SD Freighter that was restored by the apprentices at Shelvoke & Drewry, in the year I joined the company. And thanks to my friend Peter Johnston of McCreath Taylor in Northern Ireland, I've been able to relive some more SD memories with his 1950s W-Type, 1960s T-Type and 1970s P-Series models, as well. And just to prove an earlier point, Peter has eight more SDs in his 'museum' than Letchworth Heritage Museum has! Eight compared with none, that is...

During my working life – so far that is, I hope it's not over yet! – I've been lucky enough to influence the design of several vehicles, got paid to photograph thousands more and was able to design the entire SD company stand at the first Motor Show event held at the NEC, together with the vehicle paint schemes, the brochures and the adverts. Before becoming a journalist and launch editor of 'Local Authority Plant & Vehicles' magazine, I designed the first modular trailer air management system for Tidd Trailers, (which didn't go into production, sadly) and helped Isringhausen Seats turn a toe-hold in the UK market into a market-leading position. But aside from old vehicles generally, 'Municipal Vehicles' have always fascinated me. After all, they've been a part of my life for five decades!

But how about you? Along with editor Mike Forbes – who has also been lucky enough to 'Live the Dream', during the time when the UK had a viable commercial vehicle industry – we'd like to hear more about your memories, what makes you interested in specific motor-cycles/cars/vans/lorries/buses/all of the above – or whatever. And perhaps how you feel our



Above: How many young road transport enthusiasts get to buy model lorries on expenses (as in the SD Service brochure), take pictures of real lorries, design colour schemes, actual cab interiors and exteriors, then also get to design and produce the sales brochures and best of all, design a stand at the Motor Show at the NEC? Here is a shot of Malcolm's SD stand taken early in the morning, before the public was allowed in. On the right is the chassis of the prototype SD passenger chassis built for staff car park operations for the BAA, echoing the fact that, in the 1930s, several SD Freighter chassis were used for carrying passengers. When completed, the centre-entrance bus (bodied by Reeve Burgess) was stationed at Gatwick and Heathrow for many years, but no further units were built. Second right is the low-chassis 'Brewery Truck', a development of the straight-framed 'City Truck'. Several were built with Lawrence David curtain-sided bodywork for Coca Cola – but none for breweries! Centre is the 16 tonne SPV 4x4 chassis, using Leyland running gear and an full-width SD 'P-Series tilt cab. On the far left is the lowered-cab SPV 'High Loader' airport catering truck, in semi-elevated position with the body fitted out as a customer conference room.

hobby might best preserve more of what it was like 'to be there'. While we still can.

TIME FOR A PLUG?

And if you want to know more? Well, you're in luck. Because thanks to a lot of hard work and support from our publisher – and the opportunity to acquire the Stevens-Stratton Archive – both Mike and I are in a position to bring you just that – 'More'. Yes, you're right – if this was a TV chat show, this would be the point where the guest gets to slip-in a plug, so here goes...

Alongside your favourite monthly magazine, our 'Road Haulage Archive' series of books is

going from strength to strength. Copies of the first four: 'Thornycroft', 'British Road Services', 'Tate & Lyle' and 'Seddon' are still available at £7.95 each, but the great news for 2016 is that a whole load more are planned. On subjects that will hopefully be of interest – if for no other reason that they will include topics which don't get covered on a regular basis. Thanks to the availability of the Stevens-Stratton Archive, we will be able to bring you photographs, period brochures and other material that hasn't been seen before – or at least not for 50 years or more!

What's the plan? Stay tuned to Vintage Roadscene for publishing dates, but six new titles are planned for this year: Municipal Vehicles (guess who's doing that one?), Fairground Transport, Heavy Haulage (containing many previously unpublished images), the Commercial Vehicles of Post Office Telephones & Supplies Department and 'The Rare Ones' – the makes of lorries and buses that might have made it, but for various reasons, didn't. And the sixth title? Still in the planning stage.

So, time for some 'audience participation', maybe? What subjects would you like covered in more detail for the final Road Transport Archive title for 2016? Over to you, then. Me? I've got to get back to writing my book...



Left: And even higher! As one of the exhibits on the SD stand happened to be a WY-Series chassis equipped as a hydraulic platform escape, our Malcolm couldn't resist the temptation to take this high level shot. To the right is the prototype rear-engined SPV 4x4 crash tender chassis, fitted with a central steering SD steel cab. Units were built with top hampers by Angloco.

ARTICULATED LORRIES

Mike Forbes has selected pictures of a range of different articulated lorries, old and not so old, from the Hodge 'Stilltime' archive for this month's Scenes Past.

The use of articulated lorries really took off during the mid-1960s, after there was a change in the Construction and Use Regulations, which favoured artics, with a significant increase in their permissible maximum weight from 24 to 32 tons. Up to that time, the eight-wheeler, with or without a draw-bar trailer or 'dangler', had held sway for long distance haulage, the advantages of artics – or 'benders' – being more appreciated for local work.

It was Scammell which brought the concept of articulation from the United States, where Knox had introduced the idea. Using a semi-trailer, with part of the weight imposed on the tractor unit, increased the possible payload, with claims of "7½ tons at 3 ton cost and speed" for the Scammell 'Flexible Six', the tractive unit and trailer generally not being parted at that time.

It was the Mechanical Horse, used principally – but not exclusively – by the railways, which made use of interchangeable

trailers, for a quick turn-round as well as using a single vehicle for several different jobs. Of course, this idea was gradually taken up by many other operators, but still mainly at the lighter end, for many years.

These days, the 'urban artic' seems to have largely fallen out of favour, while increases in permissible gross train weights, now up to 44 tonnes on six axles, have made artics the obvious choice for long distance transport and most other jobs.

Over the years, artics have been used for many different purposes, with specialist bodywork of all kinds, from caravans to tippers and bulk tankers and all sorts in between. There's lots of scope for future 'Scenes Past' selections, with pictures of hundreds of different artics in the archive. We'll return to some specialist vehicles and maybe some of the lighter examples in the future, but here we'll stick to the 'middle-of-the-road' types, with a selection of pictures from shows and road tests, plus vehicles in daily use.



Above: Let's start with a real classic at the 1964 Commercial Motor Show at Earls Court. On the stand of Thompson of Bilston, which built the tanker trailer, was this un-registered Scammell Handyman, in the livery of Crow Carrying Co Ltd, a big user of the type. Notice the balloon tyres on the rear of the unit, as well as the trailer. This type of vehicle would soon be replaced by what might be thought of as more conventional vehicles, like the later Handyman, with a gross vehicle/train weight of 32 tons rather than 24 tons. (CHC aak029)



Left: We mustn't forget the 'little ones', like this Scammell Scarab of the Ross Group Ltd, of Grimsby. Probably the six ton version, FEE 533 (Grimsby, 1954-5) is proving that companies other than the railways used these highly manoeuvrable and flexible vehicles, with several trailers – there are two in the picture – for local work, as here around the fish market. There are a 1953 Grimsby-registered Ford Thames ET6, DJV 833, of H Markham Cook Ltd, and a wartime Austin K4 on either side. (CHC aaa696)



Left: Moving up the weight scale a little, still fitted with the Scammell automatic coupling, here is a Dennis Horla tractor unit, with a platform trailer loaded with test weights, having its weight checked prior to leaving the Guildford factory for a road test on Surrey trade plates, 486 PC, probably around the turn of the 1950s. (CHC aab272)



Above: Where it all started? One of the first Bedfords designed as artic's, fitted with the Scammell automatic coupling. This was probably the prototype as well as demonstrator for the articulated version of the O Type, as it had the earlier cab of the W model. Seen on a road test on trade plates, 117 NM, offered a "Guaranteed Gross Laden Weight 12 Tons". (CHC abh676)

Left: Rather than a picture from a post-war road test of a Bedford-Scammell OSS artic, here is one being tested in a different way, as a 1950s Lorry Driver of the Year heat at Coventry. With 'Birmingham Parcels' on the side raves of its platform trailer, KVP 844 (Birmingham, 1950) was a British Road Services vehicle, the driver hanging out of his open door, as was the way in these competitions at the time. (CHC aay741)



A nice shot of a Dodge Kew 100 Series artic, obviously Perkins-powered, with a dropside trailer fitted with the swinging landing legs type of coupling produced by the likes of Carrimore and BTC in the early post-war period. HMO 760 (Berkshire, 1952), in the fleet of ABM, Associated British Maltsters, was being loaded with sacks of grain. (CHC abd983)



Above: The sort of publicity picture lorry makers revelled in during the 1950s. Three Austin-badged lorries are seen at a display of these BMC commercials. An FE artic unit and what is probably a BTC four-in-line platform trailer carries an Austin 702 dropside and a smaller bonneted Austin-badged 30cwt. (CHC abe416)



Above: The driver winds the landing legs up, having picked up the box van trailer, with his fifth wheel-equipped Ford D Series tractor unit, MY 500D (London, 1966). Perhaps he had dropped the other trailer after a 'trunk' run from Norwich to East Anglian Carriers' London depot 'under the arches'. There's a feast of 1960s cars parked in the street, a Hillman, Vauxhall, Fords, Minis and a Rover, plus a Scammell from the Valori fleet. (CHC aac606)



Left: An earlier picture of an East Anglian Carriers vehicle, a Morris FE diesel, JVG 149 (Norwich, 1956), again with a fifth wheel coupling for its platform trailer – unusual, as most lorries in this weight range would have had the Scammell coupling in those days. It was parked on the granite 'setts' in a London street, quite usual at the time, along with an Austin A35 Countryman, TXL 596 (London, 1957) and a 'Parrot-nose' Dodge Kew 100 Series dropside, among other vehicles. (CHC aao446)



1: Back to that 1964 show, and an ERF with the LV cab, coupled to a 'four-in-line' dropside trailer, on the stand of the British Trailer Company, usually referred to as BTC, which championed the double-oscillating axle set up, rather than conventional tandem axles. The vehicle is in the livery of steel company Richard Thomas & Baldwins, usually remembered for green-liveried Foden three and four-axle flats. (CHC aak020)

2: Having said I'd leave specialist articles for another time, I could not resist including this picture from the 1964 show, of an Austin-badged BMC FH tractor unit, with a two-axle Carrimore car transporter trailer, of the type immortalised by Corgi Toys behind a Scammell Handyman(!), in the livery of The Tartan Rose Express company. (CHC aak025)

3: Here's a lovely 1960s 'roadscene' on the A40. It was taken, along with others of the Aust Ferry across the Severn, before the bridge was finished, making journeys to South Wales so much easier. We have two Thames Trader Mk II artic units with platform trailers, one loaded and one 'light', Nos 14 and 10, EWT 997C and CWU 382B (West Riding, 1965 and '64), in the fleet of Canning Town Glass Works, which surprisingly seems to have been based in Swinton, South Yorkshire, at the head of a queue, including a Land Rover and D Series. In the other direction go a Vauxhall Victor 101 and a Ford Zephyr. (CHC aan553)

4: Let's go all 'modern', only 30 years ago, how time flies, with a view from the 1982 RHA 'Tipcon' display at Harrogate, showing a Leyland Cruiser 16-21 32-tonner, in the company's then current demonstration colours, with a Crane Fruehauf tandem-axle, straight-frame 'bath-tub' tipper trailer, next to an X-registered Mercedes-Benz with a similar trailer in Alfred Hymas livery. (CHC aao201)





Above: One of those classic posed shots, beloved of press and PR men, with the moustachio-ed driver receiving his 'notes' from the despatch clerk. Emerging from Barrow Steelworks, the LAD-cab Leyland Comet, EEO 551 (Barrow-in-Furness, 1959), with its loaded and sheeted York platform trailer, is in the much-missed livery of T Brady of Barrow. (CHC aar572)



Left: The shape of things to come, but when the picture was taken, the 40ft dropside trailer meant a 'Long Load' sign on the front of Leyland Beaver, 9047 RE (Staffordshire, 1959), in the fleet of Male & Son, of Brierley Hill. Other pictures show similar units with outsize loads on low-loaders. (CHC aas205)

Right: Another show picture, dating from 1956 this time, showing a Thames 4D tractor unit, TGJ 473 (London, 1956), most likely with a Scammell coupling, with a drop-frame box van trailer, in the livery of 'Remploy', originally set up to create jobs for disabled people. I remember very similar vehicles in the livery of 'Matthes', which trunked bread and cakes around East Anglia from the company's bakery in Gorleston, Great Yarmouth. (CHC aas517)



Right: Still in primer and on trade plates, 0976 B, this TS3 diesel-powered Commer QX, with a low-loader with knock-out axle and Scammell coupling, looks ready for delivery to an operator. There's an older Commer Superpoise tractor unit in the background, while cars from the 1930s-50s line the street in the background. (CHC aax239)

Below: Another Commer Superpoise artic unit, KKD 290 (Liverpool, 1949), fleet no 60 of The Liverpool Warehousing Company, having its platform trailer loaded by crane with rolls of paper. (CHC aax743)



Below: A smart brand new-looking Leyland Beaver tractor unit, GAN 844 (West Ham, 1953), with a single-axle tanker trailer, in the livery of Gulf Oil (Great Britain) Ltd. (CHC aax722)





Above: A late Bedford S Type with Scammell coupling dropside trailer, typical of so many in its day, in the mixed fleet of Garringtons of Bromsgrove, part of GKN, which produced pressings and forgings, until the 1980s economic downturn. The Bedford, 484 ANP (Worcestershire, 1960), with its loaded trailer, is standing in front of other loaded and empty trailers at the works, with a Seddon Mk 5 in the background. Another picture shows a Leyland Comet artic. (CHC aay299)



Above: A lovely 'passing traffic' shot beside Aberdeen Harbour, of a Gardner 150-powered Atkinson 'Silver Knight', XMS 683 (Stirlingshire, 1963), with a tandem-axle trailer, in the red livery of Peter McCallum & Sons, like the example preserved by Tyson H BurrIDGE. (CHC abb422)



Above: An earlier Atkinson, with the so-called bow-fronted cab, POA 862 (Birmingham, 1954), in the stylish livery of Fred Taylor of Worcester, having its tandem-axle platform trailer loaded with produce in the Vale of Evesham. (CHC abf163)



Above: A great late-1970s motorway shot of the Cummins E290-powered Seddon Atkinson 400 demonstrator, with the Crane Fruehauf weighted test trailer, on a Commercial Motor road test, which just happened to be followed by two of the preceding Atkinson Borderer models, in Tudor Transport (see our site deliveries article) and Gibbs of Fraserburgh liveries. (CHC abl100)



Above: Another demonstrator, but with a bit of a difference. This is Crane Fruehauf's 850 cu ft bulk powder tank trailer, with pressure discharge of up to 25 cu ft per minute, which the notice on the side claims: "Could be the answer to your bulk powder handling problems." It is seen behind the trailer manufacturer's AEC Mandator tractor unit – one of the very first – registered GNG 348C, in Norfolk in 1965. It was photographed at a Blue Circle cement works, presumably being loaded ready for a road test. (CHC abb394)



Another Visit to Rush Green

*It's been a while since we published the last selection of **Andy Ballisat's** pictures of vehicles ending their days at Rush Green Motors, but there are plenty more...*

Every now and again, a lorry seems to escape from Rush Green, so it's just as well that so many have lain here for so long, without being robbed of spare parts, cut up or exported. However, many of the vehicles shown were well beyond saving when they were photographed, some of them a good many years ago, so these pictures might be the last chance for us to see what's left.

There have obviously been efforts over recent years to tidy up the yard, as can be seen from the pictures, removing the trees and undergrowth, with some of the vehicles being moved. In some cases, this has meant that they are more visible – and maybe more likely to be rescued – but the result for some has been further disintegration, which might have meant the end. Some of these lorries might still yield valuable spares, as it's too much to hope they might be saved and restored to their former glory – but you never know. Meanwhile, we can all enjoy looking at the pictures and perhaps dreaming of what might have been, unless anybody knows better...



Top: Remember that television programme in which some voice-over bloke or other repeatedly said: "You decide!" Well, that's rather the case here with this short wheelbase tipper chassis with a scow-ended body, pictured in 2008. At first glance, it could be a Bedford S Type, but then it could be an LAD cab. Either way, the demon rust has caused the cab to disintegrate.

Above: For comparison, here is an LAD-cabbed Leyland Comet tipper, 320 NTM (Bedfordshire, 1964) from the London Brick Company fleet, along with a Dodge 500 Series, DYH 416J (Greater London, 1970) and a Ford D Series. They seem to have given up glass, doors and other spares by the time the picture was taken in 1998.



Top left and right: Here's the difference ten years can make to a vehicle standing in the open. Some of the undergrowth has been cleared from around this Scammell six-wheeler but, between 1998 and 2008, the wooden-framed cab seems to have given up the unequal struggle.

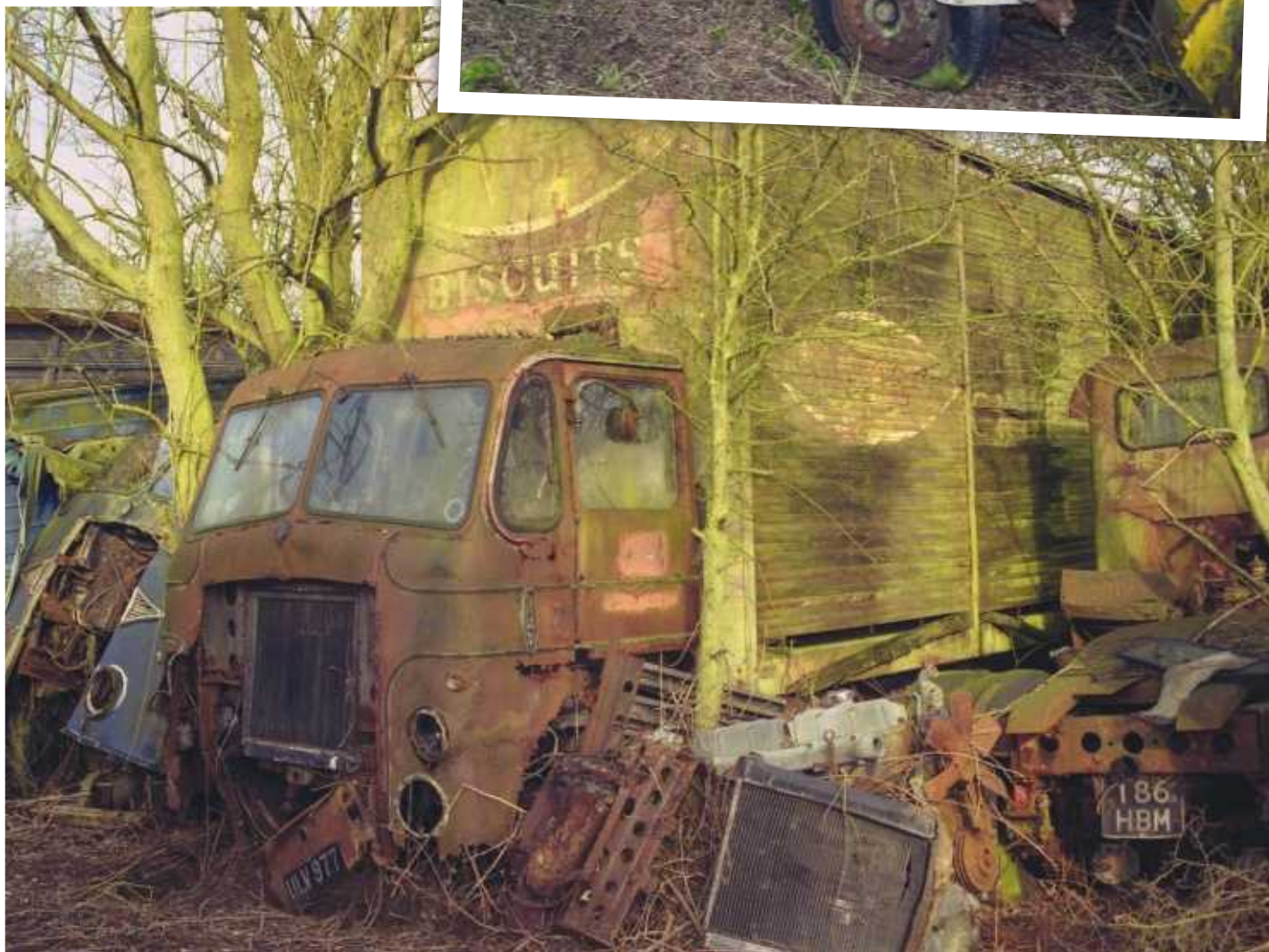
Right: The aluminium panels of the KV cab have survived remarkably well on this ERF rigid platform lorry, 69 HEH (Stoke-on-Trent, 1959), but you would open the door at your peril, as the wooden frame probably has little strength left.

Below: Many heavy haulage fans will be sad at the sight of 100 JPT, a 1960 Scammell Highwayman from the fleet of Siddle Cook, seen back in 1998. Would there have been enough left, or was it beyond redemption?



Right: Here's an example of the earlier Scammell 17 or 20 'MU', so often called a Highwayman, with what could be one of those matching Scammell bow-fronted trailer behind it.

Below: A sad end for one of those imposing eight-wheeled box vans, which used to deliver Jacobs Cream Crackers, Leyland Octopus ULV 977 (Liverpool, 1956), again seen in 1998, between an ex-British road Services Bristol HA6G tractor unit, 186 HBM (Bedfordshire, 1962) and the remains of another KV-cabbed ERF.



Above: Here's another comparison from 1998 and 2008, with an ex-BRS Seddon 24-4 tractor unit, 394 CUA (Leeds, 1962), before and after the tidy-up, of which the glass-fibre panelled cab does not seem to have suffered too badly with the passing years.



1: Another Foden S21-cabbed six-wheeled mixer has recently appeared on the scene, newly-restored, which 318 DJJ, still showing the remains of its Pioneer concrete livery in 1998, is unlikely to do.

2: This is one of those cases of a tree growing through the vehicle, in this case, behind the front bumper. An ex-St Ives Sand & Gravel AEC Marshall six-wheeled mixer, 513 BEW (Huntingdon, 1960), still complete, but well past its prime.

3: A Thornycroft Trusty eight-wheeler, 3461 UE (Warwickshire, 1960-1), which probably started life in the Rugby Cement fleet, with the cab badly deteriorated by 1997, but is this the one which has left the yard for restoration, seen at Gaydon the other year?

4: A Thames Trader, GDB 212B (Stockport, 1964), with a Luton body, which isn't going to distribute any more 'furniture of distinction'. It's been robbed of its engine and other spares although, surprisingly, its aluminium-panelled is still in one piece. There is another ex-London Brick Leyland, 678 NNM, to the rear.

5: Some sad remains of classic lorries here, with an AEC Mk V tractor unit, sitting on an older ex-BRS Leyland 22.01 Octopus, next to an Atkinson eight-wheeled tipper, 703 AYG (west Riding, 1962), with what looks like a single-deck bus sitting on top of it.

6: The aluminium panels on Foden S20 tractor unit, 768 EYF (London, 1963), look remarkably sound, although the wooden frame of the cab has given up the ghost, what a shame.

7: The S20 cab on this more or less complete Foden eight-wheeled platform lorry, seen in 2006, seems to be in a better state and wouldn't it be wonderful to see XYM 112 restored to its former glory in Silver Roadways livery?

8: An Austin or Morris FFK or FH, 374 BMW (Wiltshire, 1963), with a refrigerated body, in what looks like the livery of FMC (Fatstock Marketing Corporation - ex-Harris or Marsh & Baxter), with a rather rusty-looking cab, next to an ex-Pickfords Bedford TK Luton van, 952 GXR, two more surprising survivors from the early 1960s, seen in 1998.



1: In front, there are the remains of a Bedford CA van body and, sitting on the back of a Ford D Series, there is the cab from a Commer or Dodge 'Walk-Thru' like the rather better example seen in last month's 'Caught in Time' feature. Andy noted the registrations as ALL 801H and 818H, when he took the picture in 2010.

2: Apart from the cab, most of this Latil 'Traulier' timber tractor, BPL 452 (Surrey, 1934), including the crane jib at the rear, is still there, in spite of it being one of the oldest vehicles in the yard.

3: This Ford Thames 400E was once in the legendary David Bros fleet. These vans were notorious for the way their body panels rusted, but this one seems to have taken demonstrating this a bit far when seen in 1998.

4: A sad and unidentifiable Bedford ML box van, seen in 1997, which could perhaps have provided a few spares to keep a better example going?

5: Proving that more recent vehicles in the Rush Green yard can have deteriorated just as badly as much older lorries, here is ex-Witherley Bedford KM tipper, BJF 664K (Leicester, 1971), on which the cab had rusted very badly by 1998.

6: Last month, we showed a pre-production casting of the model Oxford Diecast is soon to release of the quirky 1930s Ford-powered three-wheeled Thompson refueller. Here are the remains of an example of the real thing, which have survived, more or less intact.

7: Part of the business of Rush Green Motors is the refurbishment and sale, often abroad, of suitable vehicles, like this Hiab loader-equipped 1983-4 Ford Cargo 1420 tipper, ready for pastures new in 1997.

8: Back in the early to mid-1990s, this 1984-5 Bedford TL1630 dropside, B 971 MKF, looked ready to work for a new owner, at home or abroad.



Above: One of the many ex-Civil Defence Austin Gypsies, CYT 334C from 1965, passed through the yard, hopefully for preservation or further work. It was surrounded by various Leyland T45s in this 1997 picture.

Left: In need of a little TLC, this Seddon Atkinson 200, with a new-looking steel dropside body, was probably fit for a new life somewhere when pictured in 1998.

Below: This Ergomatic-cabbed AEC Mammoth Major eight-wheeled tipper, EBE 857L (Lincolnshire, 1972), was even in the right colour scheme for a new life in Malta back in the early 1990s. I wonder if that was its fate...



Above: Here's one which was almost certainly destined for export, a Bedford TJ 7 tonner, MTK 970H (Dorset, 1969-70), which looked like a farmer's lorry in the early 1990s. Wonder where it is and what it looks like now?



Above: Tucked away in a shed and looking as if it was being restored was this Bedford OL platform lorry, AER 149B – probably an ex-military re-registration – again, I wonder where this one is now?

A Century of Southdown Motor Services

1915-2015 – Part 4

*Last of a series of articles in which **Malcolm Wright** presents a brief history of this much-loved Sussex operator and its varied fleet over the years, with 100 representative photographs.*

Southdown Motor Services Ltd was created 100 years ago, when what would become the BET Group, based on the British Automobile Traction and British Electric Traction companies, consolidated its position on the South Coast around Brighton, by bringing the services of a number of different companies together.

The pictures in this month's selection mainly date from the days of the National Bus Company, which swallowed both the BET and Tilling area operators.

Perhaps it's the attractive apple green and cream livery of Southdown's vehicles – always interesting because of the significant exceptions to the mainly Leyland fleet – or the connection in so many peoples' minds with holidays in the country or at the seaside, have been the reasons for Southdown's particular following among enthusiasts from far and wide.

Listed here are the many Southdown vehicles which have been preserved by enthusiasts up and down the country and beyond, which just demonstrates the level of interest in the company.

So, as the milestone of 100 years is passed this year, with rallies and other commemorations from the company's successors, we complete the 100 photographs which make up our look back.



Above: TWUF 540K was a 1972 Bristol VRT/SL6LX with ECW H43/27D bodywork. The dual doors were unusual. This bus was eventually scrapped.

SOUTHDOWN VEHICLES IN PRESERVATION

CD 5125	Leyland N/Short	Jan-21	Southdown Omnibus Trust
CD 7045	Leyland N Special/Short	Jun-22	Southdown Omnibus Trust
CD 7104	Vulcan VSD/Peskett	Jun-22	Lee (World of Countryside/Exmouth)
UF 1517	Dennis30 cwt/Short	Jun-27	Amberley Museum
UF 4813	Leyland Titan TD1/Brush	Jun-29	Southdown Omnibus Trust
UF 6473	Leyland Titan TD1/Leyland	Jul-30	Southdown Omnibus Trust
UF 6805	Tilling Stevens Express/Short	Oct-30	Southdown Omnibus Trust
UF 7403	Leyland Titan TD1/chassis only	Jul-31	
UF 7428	Leyland Titan TD1/Short	Jul-31	Southdown Omnibus Trust
UF 8837	Leyland Tiger TS4	Jul-32	Hoare, Chepstow
AUF 666	Leyland Titan TD3/Beadle	Jun-34	Newman, Ryde
AUF 670	Leyland Titan TD3/East Lancs	Jul-34	Hawkett, Birmingham
CCD 940	Leyland Titan TD4/East Lancs	May-36	Bluebird Vehicles, Scarborough
CUF 404	Leyland Cub KP21/Harrington	Jul-36	Stokes, West Wellow
DUF 179	Leyland Tiger TS7/Harrington	Jun-37	Ensign, Purfleet
EUF 181	Leyland Tiger TS7/Harrington	May-38	Nicholas, Portsmouth
EUF 182	Leyland Tiger TS7/Harrington	May-38	Shears D, Winkleigh
EUF 184	Leyland Tiger TS7/Harrington	May-38	Southdown Omnibus Trust
EUF 196	Leyland Titan TD5/Beadle	Jun-38	Newman, Ryde
EUF 198	Leyland Titan TD5/Beadle	Jun-38	Peers, Bradford
EUF 204	Leyland Titan TD5/ParkRoyal	Jul-38	Blackman, AHalifax
FUF 181	Dennis Falcon/Harrington	May-39	Priddle, Farnham
GCD 48	Leyland Titan TDS/ParkRoyal	Aug-34	Stobart, Wimbledon
GUF 191	Guy Arab II/N Counties (exAR88/IR80113)	Jan-45	Richardson, Worthing
HCD 449	Leyland Tiger PS1/1/ECW	Mar-47	Gray, Funtley
HUF 303	Leyland Tiger PS1/1/ParkRoyal	Mar-48	Hall, S&Pixon P; Hazel Grove
IUI 5036	Bristol VRT/ECW (exJWV266W)	Mar-81	Southdown Preservation Group
JUI 4233	Leyland Leopard/Plaxton (ex-LPN 356W)	Mar-81	
LUF 242	Leyland Titan PD2/12/Leyland	Apr-52	Robbins, Leatherhead
IUF 828	Leyland Royal Tiger/Harrington	May-52	Elliott & Burtenshaw, Chichester
MUF 488	Beadle-Leyland/Beadle	May-53	Gray, Funtley
OCD 772	Leyland Titan PD2/Park Royal	May-55	Osborne, Fareham
PUF 647	Guy Arab IV/Park Royal	Jun-56	Morgan, Redhill
RUF 186	Leyland Titan PD2/ Beadle	Dec-56	Stobart, Wimbledon
RUF 205	Leyland Titan PD2/ East Lancs	May-57	Robbins, Leatherhead
USV 324	Leyland Leopard PSU3E/ Plaxton		
	(ex 424 DCD & BYJ 920T)	Jun-79	Jenkins, Horsham
XUF 141	Leyland Tiger LT Cub/Weymann	Mar-60	SO 141Group, Worthing
2703 CD	Leyland Leopard L2/ Harrington	Mar-61	Robins, Halnaker
2722 CD	Leyland Leopard L2/ Harrington	Jun-61	Baker, West Hoathly
2724CD	Leyland Leopard L2/ Harrington	Jul-61	Burtenshaw, Chichester
2726 CD	Leyland Leopard L2/ Harrington	Jul-61	Watts, Crowborough
70 AUF	Commer Avenger/Harrington	Nov-62	Southdown 70 Group, Worthing
273 AUF	Leyland Leopard/Marshall	Mar-63	Cooper, Drake & Fergusson, Shadoxhurst



Above: BCD 801L was numbered 1 in the Southdown Fleet, when new in 1973. It was, of course, a Leyland National B49F, having a fully automatic gearbox from new. It was listed in 1985 but not in the 1988 listings. (Surfleet TP).



Above: Bristol VRT with ECW H47/36F, LFS 282F, was formerly Scottish Omnibuses fleet no AA282, new in 1968. It was part of a batch acquired in exchange for ex-BH&D Bristol FLFs. This bus was re-seated to H43/31F in 4/73. It also saw service with Eastern National (2009) and Eastern Scottish (2013) and as a training/recovery vehicle.



Above: PUF 132M was a 1974 Leyland Atlantean AN68/1R with Park Royal H43/30F bodywork.



Above: GNJ 577N was a 1975 Bristol VRTSL2/6LX with ECW bodywork to H43/31F configuration. It was eventually scrapped.

SOUTHDOWN VEHICLES IN PRESERVATION

401 DCD	Leyland Titan PD3/4/Northern Counties		
	(ex PRX 206B)	May-64	Roadmark, Storrington
406 DCD	Leyland Titan PD3/4/Northern Counties		
	(ex WRU 702B)	Jun-64	Elliott & Baker, Chichester
409 DCD	Leyland Titan PD3/4/Northern Counties	Jun-64	Southdown (WS) 19909
410 DCD	Leyland Titan PD3/4/Northern Counties		
	(ex DHJ 301B, BHM288, PRX207B)	May-64	Stobart, Wimbledon
412 DCD	Leyland Titan PD3/4/Northern Counties		
	(ex AOR 158B)	Mar-64	Pearce, Worthing
416 DCD	Leyland Titan PD3/4/Northern Counties	Mar-64	Pearce, Worthing
419 DCD	Leyland Titan PD3/4/Northern Counties	Mar-64	Pearce, Worthing
422 DCD	Leyland Titan PD3/4/Northern Counties	Mar-64	Stobart, Wimbledon
424 DCD	Leyland Titan PD3/4/Northern Counties	May-64	Stephenson, Rochford
749 DCD	Leyland Leopard L2/ Harrington	Oct-63	Burtenshaw, Chichester
750 DCD	Leyland Leopard L2/ Harrington	Oct-63	Kenzie, Shepreth
480 DUF	Leyland Leopard/Piaxton	Feb-64	Soul, Monkwood
FPH 135B	Leyland Titan PD3/4/Northern Counties		
	(ex 974 CUF)	Apr-64	Elliott & Burtenshaw, Chichester
PRX 189B	Leyland Titan PD3/4/Northern Counties		
	(ex 417 DCD)	Apr-64	
PRX 191B (ex 404 DCD)	Leyland Titan PD3/4/Northern Counties	May-64	
PRX 458B (ex 421DCD)	Leyland Titan PD3/4/Northern Counties	Jun-64	Pearce, Worthing
WRU 734B	Leyland Titan PD3/4/Northern Counties	May-64	Elliott & Baker, Chichester
BUF 122C	Leyland Leopard/Marshall (ex 6896NI)	May-65	Southdown 122 Group, Worthing
BUF 260C	Leyland Titan PD3/4/Northern Counties	Jun-65	Pearce, Worthing
BUF 267C	Leyland Titan PD3/4/Northern Counties	May-65	Lawson, Baildon
BUF 272C	Leyland Titan PD3/4/Northern Counties	Apr-65	Mulpeter, Seaford
BUF 277C	Leyland Titan PD3/4/Northern Counties	Apr-65	Possell, Eastbourne
BUF 278C (ex 217 UKL)	Leyland Titan PD3/4/Northern Counties	Apr-65	Jones Llandeilo
BUF 279C	Leyland Titan PD3/4/Northern Counties	Apr-65	Blair, Upham
BUF 425 C	Leyland Titan PD3/4/Northern Counties	Jun-65	Andybus, Daunstey
BUF 426 C	Leyland Titan PD3/4/Northern Counties	Jun-65	Laurance, Colchester
FCD 286D	Leyland Titan PD3/4/Northern Counties	Mar-66	Fowler, Holbeach Drive
FCD 292D	Leyland Titan PD3/4/Northern Counties	Apr-66	Cole, Hastings
FCD 294D	Leyland Titan PD3/4/Northern Counties	Mar-66	Flippard, Shoreham
HCD 347E	Leyland Titan PD3/4/Northern Counties	Mar-67	Stobart, Wimbledon
HCD 350E	Leyland Titan PD3/4/Northern Counties	Jul-67	Elliott & Burtenshaw, Chichester
HCD 363E	Leyland Titan PD3/4/Northern Counties	Feb-67	Elliott & Burtenshaw, Chichester
KUF 119F	Leyland Leopard/Willowbrook	Jan-68	Southdown 199 Group, Worthing
OCD 768G	Bristol VRT/ECW	Mar-69	Bowley, Fevri & Start, Brighton
PUF 161H	Leyland Leopard PSU3/1R/N Counties	Nov-69	Elliott & Burtenshaw, Chichester
PUF 165H (ex SZY 587)	Leyland Leopard PSU3/1R/Northern Counties	Sep-69	Southdown 465 Group, Worthing
TCD 374J	Daimler Fleetline/Northern Counties	Sep-70	Southdown 374 Group, Worthing
TCD 383J	Daimler Fleetline/Northern Counties	Oct-70	Pearce, Worthing
TCD 481J	Bristol RESL6L/Marshall	Oct-70	Coombe, Fareham
TCD 490J	Bristol RESL6L/Marshall	Oct-70	Wilcox, Rayleigh
UUF 110J	Bristol VRT/ECW	Apr-71	Stobart, Wimbledon
UUF 116J	Bristol VRT/ECW	Apr-71	Jenkins, Horsham



Above and below: Comparing two liveries from the same batch are RYJ 882R in NBC 'local coach' and RYJ 886R in National Express livery. They are both Leyland Leopard PSU3E/4RTs with Duple Dominant Express DP49F coachwork.



Above: LWV 651P was a 1976 Ford 'A' Series midibus with Alexander 27 seat bodywork. It was sold later on in the year in which it was new to Southdown to Western National, where it served for just four years.



Above: UWV 615S was a Bristol VRTSL3/6LXB with ECW CO43/31F convertible open-top bodywork new in 1978. This bus was recorded preserved with Simon Holman of Worthing in and is in original Southdown livery 1914, but un-registered since Jan 2012.

SOUTHDOWN VEHICLES IN PRESERVATION

UUF 328J	Leyland Leopard PSU3B/4R/Plaxton	Sep-71	Duffy, Macclesfield
UUF 329J	Leyland Leopard PSU3B/4R/Plaxton	Apr-71	Smith, R Churchdown
UUF 335J	Leyland Leopard PSU3B/4R/Plaxton	May-71	SRARMA, Reading
WUF 537K	Bristol VRT/ECW	Jul-72	Tervill, Lewes
BCD 820L	Leyland National	Jun-73	Science Museum, Wroughton
NCO 559M	Bristol VRT/ECW	Nov-73	Cardiff Transport Preservation Group
PUF 249M	Ford R1114/Duple	May-74	Maynes, Buckie
GNJ 570N	Bristol VRT/ECW	Dec-74	Edwards & Tilley, Woking
GNJ 573N	Bristol VRT/ECW	Dec-74	Terrill, Lewes
GNJ 583N	Bristol VRT/ECW	May-75	Mulpeter, Seaford
SCD 731N	Leyland Atlantean/Park Royal	Sep-74	Blair, Upham
PCD 80R	Leyland National	Jan-77	Llewellyn, Crowborough
PUF 586R	Bristol VRT/ECW	Jan-77	Elkin, Fareham
RUF 37R	Leyland National	Feb-77	McKenzie, E Grinstead
TPN 103S	Bristol VRT/ ECW	Sep-77	603 Preservation Group, Hove
UFG 625S	Bristol VRT/ECW	L6ct-77	Lane & Mulpeter, Brighton
UWV 611S	Bristol VRT/ECW	Jan-78	Bluebird Buses
UWV 623S	Bristol VRT/ECW	Mar-79	Morton, Little London
WYJ 171S	Leyland National	Jun-78	Simister, Chelmsford
XAP 642S	Bristol VRT/ECW	Jul-78	Hussey & Marwick, Basingstoke
AAP 648T	Bristol VRT/ECW	Dec-78	Terrill, Lewes
AAP 651T	Bristol VRT/ECW	Dec-78	Brighton VR Group, Woodingdean
ANJ 306T	Leyland Leopard/Plaxton	Nov-78	Pullen, Shoreham
AYJ 97T	Leyland National	Mar-79	Davey & Tomms, Luton
AYJ IOOT	Leyland National	Apr-79	Minnett, Stroud
WOW 993T	Leyland Titan PD3/4/ N Counties	Jun-64	Nicholas, Portsmouth
	(ex 423 DCD)		
YCD 75T	Leyland National	Aug-78	SO National Heritage Group, Hove
EAP 937V	Leyland Leopard/Duple		
	(ex KIB7027)	Dec-79	Spencer, Fakenham
HFG 923V	Leyland National	Jun-80	Vine, Yeovil
JWV 259W	Bristol VRT/ECW	Feb-81	Western Greyhound, Summercourt
JWV 270W	Bristol VRT/ECW	Apr-81	270 Group, Brighton
JWV 272W	Bristol VRT/ECW	Apr-81	School Bus Co Kingston Bagpuize
JWV 273W	Bristol VRT/ECW	Apr-81	Aldous, Swindon
JWV 275W	Bristol VRT/ ECW	Apr-81	Hampshire Bus & Coach Pres Group
JWV 976W		Bristol VRT/ ECW	Apr-81
MAP 340W	Leyland Leopard/Plaxton	Mar-81	Ashford
HUF 604X	Leyland National	Jan-82	Pearce, Worthing
A811 CCD	Leyland Tiger/Duple	Mar-84	Stanford/Crawley
80-C-1528	Leyland National		
	(ex OUF 933W, SYC852, JWV126W)	Aug-80	Kells Transport Museum, Cork
85-LK-1327	Leyland National	Sep-85	Kells Transport Museum, Cork
85-LK -1328	Leyland National	Oct-85	Kells Transport Museum, Cork
OVERSEAS			
MUF 457	Leyland Titan PD2/12/ N Counties	May-53	Industrial Museum, Ankara, Turey



Above: GYJ 919V was a Leyland National 2 NL116L11/1R with B52F bodywork new in 1980.

Right: YYJ 298T was a 1978 Leyland Leopard PSU5C/4R with Plaxton Supreme IV C53F coachwork, seen here in Eastbourne Depot in 1982.

Below: XUF 534Y was a 1983 Leyland Tiger with Plaxton Paramount 3200 C50F coachwork, which was allocated to Portsmouth Depot.



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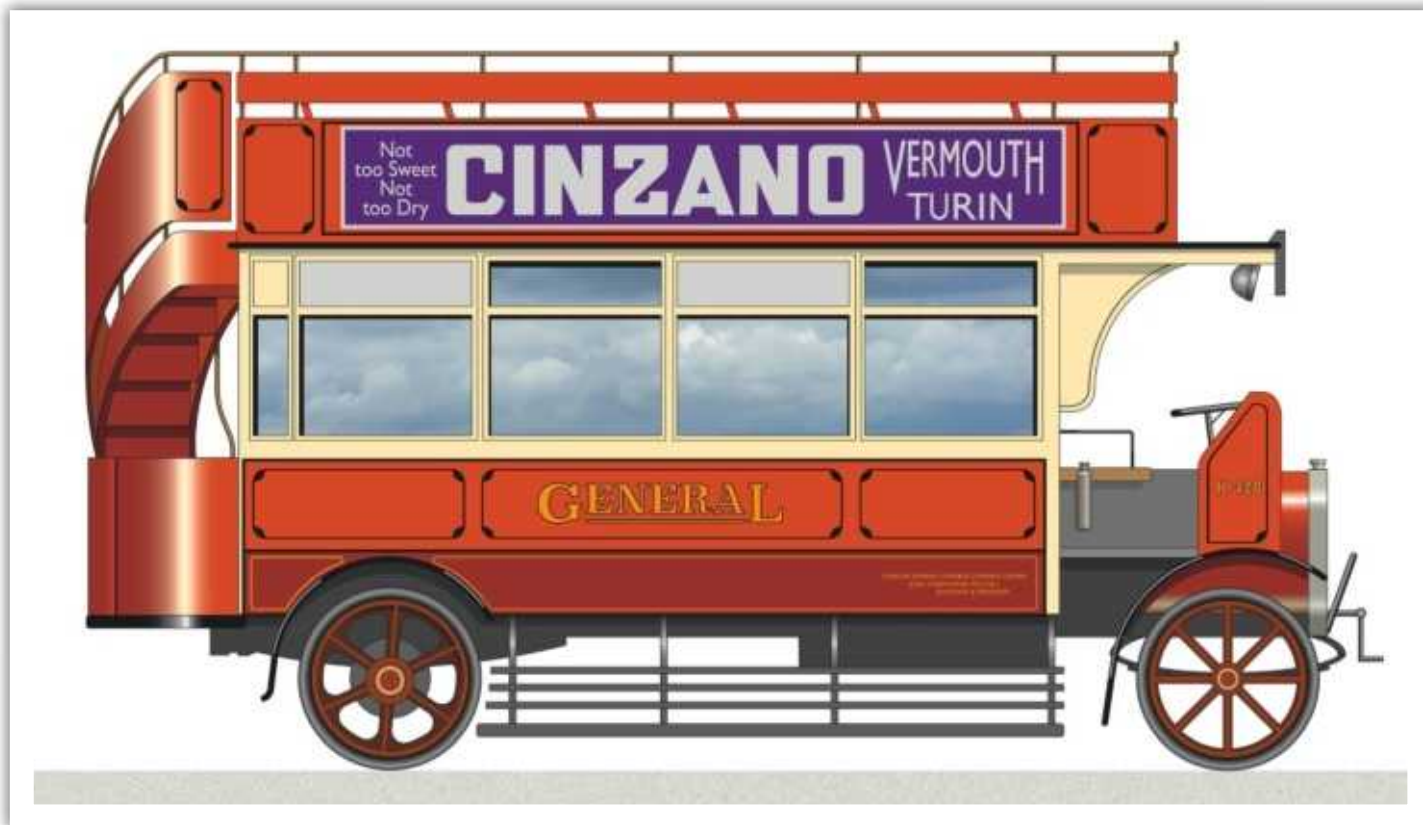
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When Buses had Radiators



Above: An artist's impression of the London General Omnibus 'K Type' double-deck bus, the first to qualify for the 'half-cab' title. The illustration demonstrates how the driving console is positioned alongside the engine, utilizing this space to create a higher seating capacity, without increasing the length of the vehicle. An example of this type, XC 8117, K 502, is preserved. (Photographs by the author unless otherwise indicated)

Clive Baker takes a step back in time, to when the manufacturer of a PSV was instantly recognizable by the front-end shape of its cooling system.

A friend and avid steam railway enthusiast paid a recent visit to a bus museum, while awaiting a spell of sunnier weather, so that he could resume photographing his preferred subject. In conversation with the curator, who displayed great enthusiasm for what appeared to this friend to be rather modern PSVs, the friend explained that his interest in buses had waned when engines moved to the rear, and the exposed radiator with a headlight bracketed off the mudguard disappeared from British streets.

The author must confess that he much prefers buses of the early post-World War II era; not quite the same as comparing the friend's steam engines, with their motion in full view, with the hidden workings of a diesel, but the half-cab single and double-deck vehicles certainly displayed a little more of their mechanics than the flat-fronted vehicles exhibited at the museum in question.

There was a period from the mid-1960s until the 1970s, when income dictated that film



Above: A rare sight for 1969, a Daimler CVD6 of 1950, with Duple FS1 half-cab coach body, still serving its first owner, Blue Bus Services of Willington, Derbyshire, operates a contract service. Because underfloor-engined chassis becoming available at the time of purchase, the company offered this nearly-new coach for sale. With no takers, the half-cab continued to serve the Willington company until private purchase by an enthusiast in 1970. Leaving Burton upon Trent, heading north along what was once the A38 trunk road, the coach has just passed the hydraulic engine house; its accumulator tower, seen to the right of the driver's cab, stands on the site currently occupied by the coach operator Fletcher.

Right: Restored as a reminder of a type that almost passed into oblivion without notice, AEC Regal III, KRR 255, with dual-purpose, 35-seat bodywork by Weymann, is shown to the public at the Midland Railway Centre at Butterley, Derbyshire. Delivered to Mansfield and District in 1950, this vehicle was acquired by Midland General Omnibus in 1960, its withdrawal from service in 1967 marking the end of single-deck half-cab operation for that company. Currently maintained by the East Midland Transport Society, it wears the livery of its second owner and, in keeping with many other Regals in that fleet, the letters 'MGO' replace those of AEC at the head of the radiator.



Above: This London Transport RT double-decker was captured operating the 172 route, bound for Highgate, in April 1968. HLX 218, an AEC RT III supplied in 1948 as fleet number RT401, with H30/26R specification Park Royal body, makes its way along a London thoroughfare among private transport typical of the era, an Austin 1800, Morris Minor 1000 convertible, a Fiat and a Bedford CA van. Note the central vertical bar of the radiator, which made the AEC and Maudslay marques easily recognizable.

should be exposed in moderation, so that the author's camera was only pointed at aging 'half-cabs', apart from Bedford OBs. It took the devastating fire at the Willington garage of the Blue Bus Service to change the author's policy; the vehicle may look modern, but it won't always, so take the opportunity to photograph it.

The half-cab layout can be traced to the 'K Type', produced initially for the London General Omnibus Company by the Associated Equipment Company (AEC). Production commenced in 1919, thus succeeding the famous 'B type'. By moving the driving console alongside the engine, into a 'forward control' mode and widening the body, an increased seating capacity could be achieved. Further PSVs of this configuration were developed throughout the 1920s; with cab and rear staircase enclosed, this became unchallenged as the standard British bus layout, remaining so for almost 50 years.

Most commercial vehicle manufacturers in the wake of World War II offered a PSV variant of their heavy goods chassis, applying their company style radiators; Leyland, AEC, Guy, Bristol, Crossley, Maudslay and Dennis contributing to the half-cab market. Daimler was another contender, but did not supply the HGV market in the post-war period. Each vehicle was readily recognisable by its radiator, quite a contrast to later PSVs when often the only badge could be found on the steering wheel hub.

A rapidly disappearing breed

Following the introduction in 1950 of the under-floor-engined chassis, the AEC Regal IV and Leyland Royal Tiger, followed by the Guy LUF and Daimler Freeline, half-cab single-deckers, bus or coach, gradually ceased to be a regular sight on Britain's roads; by the mid-1960s, the author became desperate to capture on film the remaining few.

The enclosed radiator or 'tin-front' styling applied to double-deck half-cabs, began to take effect from 1950, when Birmingham City Transport management developed the 'New Look', applying this to its post-war fleet replacements. However, some makes of double-deckers with exposed radiators managed to remain in evidence into the 1970s.

The 'ACV' Trio:

Probably the most iconic post-war half-cab, the London Transport RT, came from the Southall factory of AEC, commencing quantity deliveries in 1946. The RT's provincial



Above: AEC Regent V, 959 AJO, features a radiator of identical design to that of the London RT, although higher-mounted. New to City of Oxford, as fleet number H959, in 1957 this vehicle would have been amongst the final Regents to be fitted with a 'real radiator' after AEC changed to the enclosed style. Also carrying bodywork by Park Royal, H33/28R specification, the bus remained at Oxford until 1970, when it was purchased by independent operator Stevensons of Uttroxteter, Staffordshire. Painted in this company's customary yellow and black livery, as fleet number 9, the Regent carried the flag for the AEC radiator in the area, until disposal in 1978. Photographed at Stevenson's Burton upon Trent garage, once one of that town's many breweries, many of its duties involved school runs, as the destination screen implies.



Above: Crossley DD42/8A, CRC 911, was photographed at Rolleston on Dove in 2015, conveying passengers around the village, as part of its annual Transport Festival. Wearing the olive green and cream livery and fleet number 111 of its only commercial owner, Derby Corporation, this vehicle was an unusual purchase for the predominantly Daimler operator, although its mechanical transmission became an asset in later life, for driver training purposes. Following withdrawal by 1970, this bus spent some years in a transport museum in Manchester, before its return to Derby, when acquired by Mr N Harper of Harper's Coaches. (Phil Waterfield)



Above: All Crossley single-decker, DBN 978, to SD42/7 specification with B32R body, created quite a contrast to its neighbour while displayed at the Burton upon Trent Bus Rally in 2003. Typical of Crossley bodywork, the rear two bays have shallower windows, with raised lower edge to allow for strengthening members, a practice particularly applied to this maker's double deck construction. New to Bolton Transport in 1949 as fleet number 8, like a number of other half-cab single-deckers, it was transferred to the Welfare Department of its home town in 1962, before purchase for preservation, maintained by the Tameside Transport Collection.

counterpart, the Regent III, could be seen in service with many provincial operators including Devon General, City of Oxford and Leeds Corporation. The author witnessed Trent Motor Traction operating pre-war Regents, re-bodied by Willowbrook as lowbridge models on the company's routes into Burton upon Trent as late as 1963.

Production of the RT ceased in 1954, to be replaced by the even more ubiquitous Routemaster (RM). Records show that the Regent III model was supplied as late as 1956, it's replacement, the Regent V, usually complete with tin front, having been introduced in 1954. Together with the single-deck bus/coach derivative, known as the Regal III, all marques shared the same radiator design, the badge atop a vertical dividing bar.

Coventry-based Maudslay, having merged with AEC and Crossley in 1948, to become 'Associated Commercial Vehicles' (ACV); retained its separate identity until 1952, a period when the 'Marathon' radiator, of similar design to that of AEC, appeared at the front of luxury motor coaches as well as single-deck buses, and quite a contrast to the circular design applied to its splendid vintage motor cars, which delighted the author when visiting Coventry's Herbert Art Gallery as a student in

the early 1960s.

The author recalls one Marathon operated by Hanfords, of Barton under Needwood, Staffordshire, others by Highlands operator Macbraynes, some of which were later re-bodied by Duple to a style similar to the Vega. A batch of double-deck buses supplied locally to Coventry Corporation could only be distinguished from the more numerous Daimlers in that city by their radiators.

Needless to comment, Maudslay did not contribute a separate model with enclosed radiator, but earlier had achieved success from 1934 with the SF40, a front-engined chassis, with leading axle set back to accommodate a front entrance. With a Burlingham body, these vehicles, ahead of their time, were capable of

accommodating 40 seats. The main partner AEC, its half-cab marque, the Renown with enclosed radiator, survived to compete with the rear engine brands until 1967.

The third partner in ACV, Manchester-based Crossley, supplied chassis and bodies, keeping its own radiator style, producing both single and double-deck options until 1953. 'All Crossley' models, easily recognized by the high lower saloon window line of the rear two bays, were a familiar site around the Manchester conurbation as well as the south coast city of Portsmouth, for example. The company also partnered bodybuilders Metro Cammell and Brush, five Brush-bodied examples being delivered to the predominantly Daimler fleet of Derby Corporation in 1952.

Right: A chance find when visiting the Wirral in 1969 were these two Wallasey Corporation Leylands, parked near the ferry terminal at Seacombe. In the foreground is number 76, BHF 495, a PD2/12 with Weymann H30/26R specification body, new in 1953, with AHF 848, number 52, a PD2/1 of 1951, bodied by MCCW also with H30/26R seating. Both vehicles sported their owner's yellow and cream livery. AHF 850, sister to the bus shown at the rear, is preserved.



Right: Highbridge double-deckers were not generally witnessed in Rolleston on Dove, because of a low railway bridge, but KCH 108 is not operating a route and, by the time this photograph was taken in the late 1970s, the restriction had disappeared. New to Trent Motor Traction in 1957, a time when the enclosed radiator style was an option, this Leyland PD2/12, fleet number 1008, carried the ubiquitous 'Orion' bodywork, to H33/26RD specification.



While working in Derby, alongside a Corporation bus route, an unfamiliar mechanical sound drifted into the office one afternoon. A colleague, sitting behind the author, proclaimed: "That's a Crossley crusher." He was referring to the constant-mesh manual transmission, as opposed to the more frequently heard semi-automatic gear selection of the Daimlers.

An example of a Crossley with Metro Cammell body was purchased by Coventry Corporation in 1951; originally fitted with a turbo-transmitter, an AEC engine with crash gearbox was fitted at a later date, before the vehicle received a Daimler CWA6 engine and transmission from a disused vehicle in 1961. Numbered 100 in the fleet, the bus was easily recognizable by wearing the Corporation livery in reverse, being a regular performer during the 1960s on the route to the Civic Airport.

Prolonging the traditional front

Surprisingly, Leyland, having set a new trend in double-deckers with the Atlantean in 1958,

continued to offer the exposed radiator-style half-cab, research revealing that Bedwas and Machen, as well as Stockport Corporation, took delivery of such types as late as 1968.

Many operators had taken advantage of two different Leyland tin-front designs when in vogue, but particularly some BET companies, one of them East Midlands-based Trent Motor Traction, remained faithful to the open radiator until the advent of the Atlantean. As the accompanying photographs reveal, the Leyland radiator remained unchanged throughout the post war years, on the Titan PD1, produced post-war from 1945 to 1950, followed by the later PD2s; introduced in 1946. These and the 30ft long PD3s, introduced

in 1956, retained the traditional Leyland frontispiece as an option.

The London Transport RTL models, supplied by Leyland, because AEC was not being able to meet all of LT's heavy post-war demands, sported a radiator to match the profile of the AEC RTs, standardisation being high on that operator's agenda. The 8ft wide RTW vehicles carried similar Leyland bodies built to LT specification.

Alongside the PD1s and PD2s, the single-deck bus/coach variants, namely Tiger PS1s and PS2s, were mechanically similar, with their radiators following a similar design. Two such buses, carrying Willowbrook bodies, remained in service until 1972. Not surprisingly both were owned by Stevensons, where the two stalwarts would have been amongst the last of their type in commercial operation.



Above: With its radiator profiled to meet the London Transport (LT) specification, KLB 908 wears the livery of its later PSV owner, Stevensons of Uttoxeter, as it picks up passengers at Rolleston on Dove Transport Festival, on a rainy afternoon in May 2010. Leyland 6RT, fleet number RTW 178, was bodied by Leyland to H30/26R specification and began service in the capital in 1949, remaining there until 1966. A further 11 years of PSV service, as fleet number 11, in rural Staffordshire, when platform doors were fitted, was followed by preservation in 1977.

Feathers in our Cap

Having received a head start in the post-war bus market, having been being selected by the Ministry of Supply to manufacture the chassis units for 2000 or more Utility double-deck buses from 1942 until 1945, replacing many PSVs destroyed during the blitz, the products of Wolverhampton-based Guy Motors became established as a strong contender in the post-war PSV market, both nationally and overseas. Although basic in design, the radiator of the 'Arab', with its straight sides and an oval shape positioned centre-top, proclaiming the name Guy, was augmented by the 'Feathers in our Cap' mascot, a cast brass radiator cap in the shape of an Indian chief's head, leaving no question to the vehicle's origin.

The name Arab, whether Mark I, II, III or IV, applied to both double and single-deck chassis, but the exposed radiator generally gave way to the enclosed version, along with the introduction of the Mark IV in 1950. The Guy tin front was developed for Birmingham Corporation, 300 special versions of the Arab were supplied to that city. However, as with

Right: Beautifully restored in its Exeter Corporation livery, TFJ 808, one of five Guy Arab IVs delivered to the Devonshire city 1956/7, is seen being reversed into place in preparation for the Burton upon Trent Bus Rally of 2003. Its maker is easily identified by the 'Feathers in our Cap' mascot atop the radiator; similarly the distinctive lines of the Massey-built body are readily identified.

Below: Parked at the Pegwell Bay Hovercraft Terminal in 1969, although devoid of its 'Feathers' mascot, East Kent Guy Arab III 6LW, FFN 379 with Park Royal H30/26R body, sees out its years as a seasonal open-topper. One of eighty such vehicles purchased new in 1950/51, this Guy was to see further service, still recorded as a driver-training vehicle in 1974.



Leyland, models with exposed radiators did remain available for some years, Exeter Corporation taking delivery of an Arab IV with Massey body in 1956, as in the photograph, to be followed by further similar Arabs in 1957.

Bristol

Although ubiquitous in many areas served by the Tilling Group, later to become British Transport Holdings, Bristol PSVs were only observed by the Midlands-based author when on holiday in either Crosville or Southern Vectis territory. During post-war times, the Bristol Company could still supply its 'K' range (double-deck) and 'L' range (single deck) products on the open market, many half-cabs appeared sporting the newly introduced lower 'PV2' radiator, prior to nationalisation at the end of 1947.

This elegantly-designed frontispiece, with cast top and filler, its sides tapering inwards to the bottom, replaced a higher-mounted unit of pre-war origin, and became a common sight at the front of Black and White express coaches heading for the South Coast resorts, K6A type double deckers, 207 of which were operated by Maidstone & District, as well as the many operated nationwide by the Tilling Group.

Following a lengthy development period, production of the Lodekka model



commenced in 1954. With its enclosed frontal styling, together with the underfloor-engined single-deck chassis, introduced in 1950, which rendered the 'L' range obsolete, the Bristol radiator was soon to become invisible, although 'LWL' single deck models remained available until 1954 and 'K' range buses were still supplied until 1956. Although the Lodekkas have always been associated with hidden radiators with different styles of grille, the two prototypes were fitted with the real thing, a unit wider than the PV2 with chrome surround, protected by a stout chrome bumper.

Variety

A manufacturer which enjoyed a smaller slice of the post-war business was Guildford-based Dennis. Specialising in the production of municipal vehicles, particularly fire tenders,

that company's Lance III double-deckers proved to be a rare breed. The single-deck counterpart, the Lancet III J10, introduced in 1950, did appeal to a wider market. Its radiator design, rounded at top and bottom with a polished finish and the maker's name in cut-out letters at top, with the word 'Lancet' inclined across the mesh, becoming a regular feature on the front of some independently operated coaches.

The author's first outing to Blackpool in 1957 involved the services of a Lancet, belonging to Hanfords, of Barton under Needwood. Its body, thought to be by Burlingham, wore a livery usually associated with Black and White Motorways Ltd.

There are few records of the Lance III, apart from K3s with East Lancs bodies that did not stray far from home, as Dennis was the exclusive choice of the local Aldershot and



Above: Probably the most apt description for the situation of veteran Bristol K5G, DDL 50 of 1940 would be semi-retirement, as it stands in the station yard at Havenstreet on the Isle of Wight, awaiting its next run to Shanklyn with passengers from the steam railway. Its bodywork is painted in Southern Vectis livery, with its original fleet number 703. The Bristol radiator of earlier design is prominent, supported by two mounts either side, the name of the maker was contained in an oval below the filler cap.

District Traction Company (A&D). The largest batch for further afield was of 19 vehicles of the K2 marque, supplied with Weymann L27/26R bodies, to Lancashire United in 1947 and 1949.

With a smaller share of the market, post-war Dennis vehicles displayed the greatest variety of radiators; having already described the Lancet unit, the Lance appeared wider but with less curvature, while the concurrent Falcon, a model available with normal control as well as half-cab, featured two further variants, dependent on layout.

During 1954, Lance III K4 models were supplied to A&D with enclosed radiators and, from 1958, the Lancet UF underfloor-engine version replaced the earlier LU types.

Chrome or Paint

The most easily recognisable and possibly the most attractive of exposed 'rads' must be attributed to Daimler. With its roots in the luxury motor car market, the chromium plated shell, fluted across the top, certainly added prestige at the head of this company's PSV products. Although the bright finish became painted over by some municipal operators, such as Coventry and Derby, after the bus's first visit to the paint shop, many independent operators, like Gash of Newark and Blue Bus Services of Willington, as well as Birmingham City Transport, preserved the chrome with pride. The top fluting feature was not only retained, albeit in a re-designed form, atop of tin front models, but became a feature of recognition on the front panel of the rear engined Fleetlines.

Time in the post-war period was short for these handsome radiators. The introduction



Above: Dennis Lancet III J10, HOU 904, completed 16 years of service since its purchase new by Aldershot and District Traction Company, as its fleet number 178, in 1950. Bodied by Strachan to B38R specification, and having received extensive restoration, still finished in A&D livery, it makes its way to join other vintage PSVs at the Burton Bus Rally in 2006.



Above: Daimler CD650, PRA 388, of 1951 proudly sports its maker's radiator in the chrome finish as originally supplied. The metal shrouds were a common feature of the exposed radiator during the winter months, as in this 1969 shot. This particular model was a rare sight in the UK, as buses of this marque were intended for export to countries where a powerful engine with extra cooling capacity was required, hence the extra wide radiator. With Willowbrook lowbridge body, L27/28RD specification, this Daimler was one of four similar buses operated by Blue Bus Services of Willington. The two later CD650s of 1953 are now in preservation. (Phil Waterfield)



Above: Heading into the town centre in 1967 under the trolleybus wires, soon to be made redundant, Daimler CVD6, ACH 631, of 1948 wears the olive green and cream livery of its owner, Derby Corporation. Fleet number 31 carries H30/26R bodywork by the nearby Loughborough-based Brush company. As mentioned in the text, the stylish chrome radiator surround has been painted-over, in common with Derby policy, to match the body colour.

of the 'Freeline' underfloor-engine chassis in 1951, replacing the CVD6 single-decker, while double-deckers were usually fitted with enclosed 'New Look' fronts, meaning that the traditional half-cab Daimler survived for less time than its Leyland counterparts. The final such types to be purchased by Coventry Corporation for service in Daimler's home town arrived in 1951, although in 1953, Blue Bus Services augmented its fleet of CD650s by two further similar buses.

By the late 1970s, more than 25 years since my friend's idea of a bus had ceased, in many cases, to be produced, a new generation of double-decker occupied the drawing boards of a number of manufacturers. The author was at that time employed by a company contracted to produce technical manuals for Metro-Cammell Weymann, which was about to launch the 'Metrobus'.

During a meeting, one of that company's engineers claimed that the most effective

radiator was right at the front and piping the coolant to an engine situated at the rear of the bus was not a problem. By that time, Bristol, a company that had taken its time to move the engine rearwards with its VRT model, had made the same decision and, concurrent with the Metrobus, the Dennis Dominant, Ailsa Volvo double-deckers, plus the single-deck Leyland National Mk 2, all featured front radiators, so the front radiator returned, although it was not always visible.

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More Taking the Biscuit

Ian Brightman of Ludlow in Shropshire looks back to the days when he and his father worked for at Associated Deliveries Limited, delivering biscuits and sweets.

We looked at vehicles carrying well-known High Street Names in the August issue. As a result, we had a reader's memories of Associated Biscuits in December. Now it's the turn of ADL – Associated Deliveries, which was another company which specialised in deliveries to retail shops.

Ian says: "My late father, mother grandfather and I all worked for ADL. My father worked for the company from the age of 15, firstly as a drivers mate, passing his driving test with them at the age of seventeen in a Bedford 'O' Type in the livery of Terry's chocolate.

He drove a number of different vehicles, all with box van bodies, the earlier ones being built at ADL's bodyshop in Kings Road, Reading. This was the head office and home of Huntley & Palmers biscuits. The vehicle were painted in the various liveries of the user companies, like Huntley & Palmers, Peek Frean, Callard & Bowser, Terry's, Barker & Dobsons, Bensons, Suchard, Chiltonian. McVitie and Price, Clarnico sweets and Carr's biscuits.

The vehicles my father drove ranged from Albions, Austins, Leylands, Guys, ERF, Thornycroft, Commer, Vulcan, Thames 4D



Top: An article about the setting up of ADL in a 1951 issue of Commercial Motor.

Above: A Morris-Commercial van in Huntley & Palmers livery, operated by ADL from the H&P factory at Reading.

Left: A Ford D Series box van, RRD 632H, in Suchard colours, new to Ian's father at Kingswinford depot in 1969-70.



and 6D, plus the later fleet of Ford D Series and Cargo vans. He worked for them until the firm closed down. He worked from the Kingswinford depot first, from around 1949, until this closed in 1977, then from the Nottingham depot, until 1987-88.

This was the depot I worked from myself, for a short period before being made redundant, after ADL was taken over by NFC (National Freight Corporation). ADL was then grouped together with GDS and renamed GDL Distribution.



Above: Another mid-1970s Ford D Series van, NRD 486N, in the then current blue and grey ADL livery.

From the age of three, I went out with my father during school holidays and on Saturdays, and have fond memories of delivering to all the different sweet shops in the towns and villages around Herefordshire, Mid-Wales and Shropshire and getting many free chocolate bars...

Here are pictures of some of the different vans, N487 MRD, ETG 639V, LWO 901X, A30 YBO and C249 JUH, which are just some of the vehicles that my late father drove from the Nottingham depot. Sadly, I don't have any pictures from the days when they were painted in the different liveries of the user companies that owned ADL. If anybody has got any pictures of earlier ADL vehicles

I would appreciate any copies, via e-mail, ianadl65@yahoo.co.uk (and we can publish them in the magazine – Ed)

Other pictures and information about ADL and Associated Biscuits can found on the web. ADL had been in operation since 1946, carrying on the wartime pooling arrangements of the biscuit manufacturers. ABL started alongside in the 1960s, under the original name Abmac Deliveries (Associated Biscuits Mackintosh), largely as a result of W & R Jacob of Liverpool, part of the group, having its own transport, separate from ADL.



Above: When the National Freight Corporation took over ADL, its operations were combined with those of GDS, under a new name and livery, GDL, seen here on Dodge G Series, A69 LWU.



More 1970s Ford D Series in the earlier livery, VOU 507N, MRD 487M and SRD 984M.



Above: Ford D Series vans in the new orange and white ADL livery, including ETG 639V and HHB 340W, lined up at the depot.



Above: During the 1980s, Ford Cargo vans took over from the D Series, including A30 YBO and C249 JUH.

Rally Round-up

As we go into 2016, here's a last reminder of the rallies of 2015, with a look at some autumn events, thanks to a number of our contributors.

1: 1 First, Vic Capon offers us a look at a few of the vehicles at the Great Dorset Steam Fair in September. This year, the weather did not interrupt the action in the 'playpen', where this Ford Model 'T', finished as a World War I ambulance, was seen.

2: Seen performing some genuine heavy haulage, with the resident Crane girder trailer, was this Rotinoff 'Super Atlantic' tractor, still in Swiss Army green, assisted at the rear by a Scammell Mountaineer in Pickfords livery.

3: The way we were... A Fowler Road Locomotive, EU 5313, built as late as 1934, finished in the livery of once well-known heavy haulage company, Road Engines & Kerr, of Glasgow, deals with the sort of load on solid wheels it would have handled when new.

4: A World War II Thornycroft Nubian 4x4, in sand colour scheme and RAF markings.



There's always a funfair at the Great Dorset, with which Carters are involved these days. This beautifully-liveried ERF 'A' Series with a splendid caravan trailer is part of Carters transport.



Above: Enthusiasts come over to Dorset from the Continent, like the Dutchman who brought this converted DAF fire appliance.



Malcolm Ranieri sent us some pictures he took of the CTP Autumn Road Run in September, mainly taken in the delightful village of Downton near Salisbury. Here we have two generations of Wincanton vehicles. 'Apollo', NYC 843, is an AEC Mammoth Major 8 tanker from 1951, while 'River Brue', F203 RJX, an ERF E10-325, dates from 1988-89, and is finished in the then current livery – now just as historic.



Above: The normal control Thames Trader K Type, with the 'Koln' or 'Cologne' cab, was never too common in its day, but 372 BOW from around 1962, is still around, carrying the name of AJ Sparkes & Sons, Blacksmiths, of Donhead, Dorset.

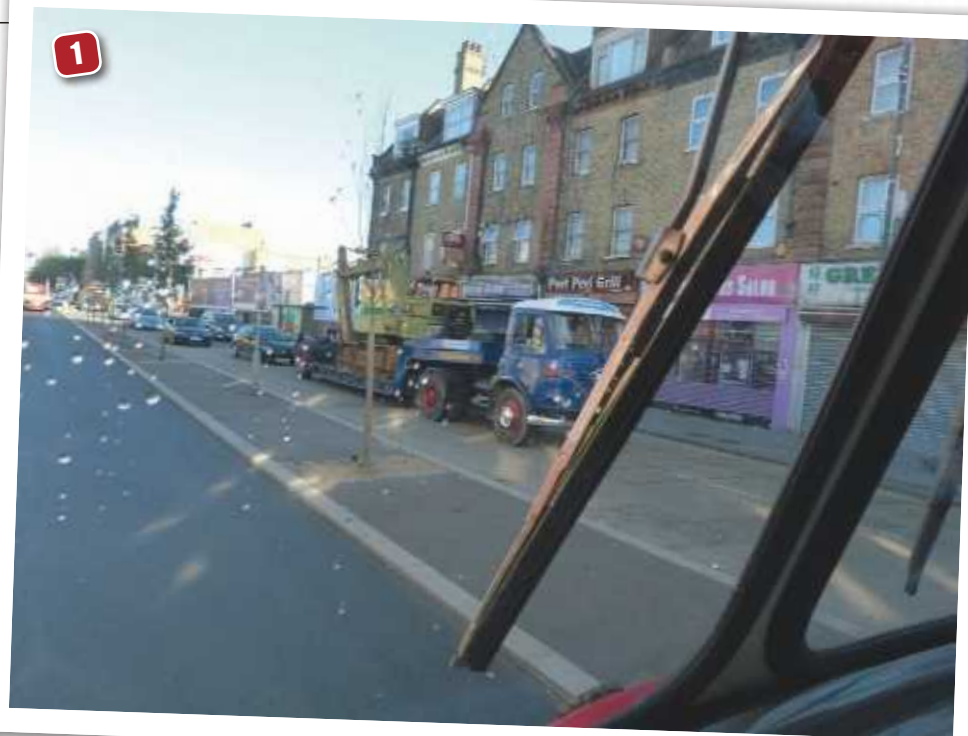


1: Mike Forbes was invited by Terry Marshall to accompany him in the McGovern Foden S36 tipper on the charity road run of the London Irish Vintage Club, for St Luke's Hospice for Harrow and Brent, from Cricklewood to 'Tir Choill Gaels', at Greenford, where all sorts of vehicles are displayed, with games, bands and a great family day out. The Foden and low-loader of Killoughery is seen near the start.

2: Several Scammell Routeman tippers have recently appeared in preservation, like this one in Alloyde livery – note the old '01' London phone number on the door – seen awaiting the off from Cricklewood.

3: There were many tractors on the run – yes, an amazing sight round the North Circular – and tributes to Irishman, Harry Ferguson, at Greenford, like this brand new McGovern Scania R430, loaded with '50 Shades of Grey'...

4: Part of the McGovern fleet, which led the road run, the Guy Big J, Foden S36, Thames Trader and AEC Mammoth Major, arrived first at Greenford.





Above: This immaculately-restored Mercedes-Benz 1632 and trailer, complete with livestock bodies, arriving at Greenford, had come over from the Emerald Isle, for this run and the Retro Show at Gaydon.



Above: With a restored 1960s JCB 3C on its Taskers low-loader, Killoughery's Scammell Handyman, previously with Dave Stretton, arrives at Greenford.



Above: This nice Austin FE is fitted with the type of platform body with tall headboard favoured by produce carriers.



Above: Another Scammell Routeman, newly-restored by Michael O'Donovan, next to his AEC Mercury tipper, which needed a puncture repaired at the start.



Above: The editor next visited Showbus at Woburn, not an entirely successful day for the event, with problems with both access and the ground conditions – heavy vehicles and soft grass don't mix – but there was an impressive gathering of buses and coaches, including this line-up of Duple Vega-bodied Bedfords of the 1950s-'60s, threes SBs and a VAM.



Above: Another line-up from Johnsons of Hodthorpe, with Bedford VAL and OB, plus Volvo B58 and a lone F12 tractor unit.



Above: Two of the wonderful locally-bodied buses which have come from Malta in recent years.



Above: The real vintage buses stole the show, including Mike Sutcliffe MBE's collection brought over from Totterhoe and others. Here K502 and B1609 set off around the site, creating lots of interest.



Above: Classic & Vintage Commercial magazine's editor, Peter Simpson, took his Maidstone & District Leyland Leopard single-decker to Woburn. He can't really show it in CVC, but we can here...

Right: There were plenty of modern vehicles at Showbus. I took the wonderful opportunity of this shot of the ex-Mulleys Motorways Gilford, newly restored, as it appeared in 'Dad's Army'. In its heyday, the destination wouldn't have been 'Wilmington-on-Sea', but more than likely Ipswich, where the Optare Excel was new in 1997.

Below: Still in September, Mike Forbes had a good day at the 'Retro Show', at the 'British Motor Museum', as it is now known, at Gaydon. There were perhaps not quite as many customised trucks or vehicles visiting from the Continent, but there were lots of well-restored 'modern classics', including impressive line-ups like these Volvos of Matthew Kibble of Colne, Lancashire.



Left: Almost dwarfed by a new DAF 105 from the working fleet were Tyson H Burridge's Albion Reiver and Atkinson Borderer, even with its powder tanker trailer.

Two 1970s favourites,
a Volvo F88 and a Ford
Transcontinental.



Above: A Rolls-Royce powered ERF B Series. It might have a different name, but that's the unforgettable livery of Syms of Calne, Wiltshire.



Above: The Scania 141 and 143 in Astran livery, remembering those overland runs to the Middle East.



Above: Norman Chapman went to the 40th Steam & Vintage Rally at Brunton Airfield, Christon Bank, Northumberland, organised by the Northumberland Vintage Tractor Club in October. The event began as a farm tractor club rally, but has grown to include heavy and light commercials, cars, motor and push bikes, stationary engines and miniature steam tractors. The vehicles which caught his eye included this Austin K8 van. RSY 895 was built in 1954 to transport shooting parties around a Scottish Stately home estate. The van has a genuine 24,000 miles on the clock and was bought by its present owner in 2007, who has nearly completed its restoration.



Above: Splendid is not a word you can really say about Q255 XSC yet, but the wagon had plenty of interest. The KV still has the faded livery of James Bowen & Sons Ltd, once an ERF main dealer in Edinburgh. It looks like it used to be a recovery vehicle with the crane removed, but still has the workshop cabin. In future, it might look similar to YWS 111, the KV eight-wheeler, in green livery of W S Robson of Chain Bridge, Honey Farm, a visitor attraction with restored vintage vehicles ranging from farm tractors to a static London cafe bus.

1



1: This 1963 Bedford J5 tipper has an interesting history. The new chassis cab was exported to Cyprus and a bus body was fitted. After its bus days were over, the wagon was converted into a tipper in the mid-1980s. Imported back to Blighty in 2011, the Alnwick owner has recently finished the quality restoration.

2: Barry Fenn went to the Classic Vehicle Day at Malvern in October. It was mainly a car event, but he saw yet another Scammell Routeman, EPA 1V, a registration suggesting it might have originally been in the orange livery of RMC.

3: Among the light commercials at Malvern was this nicely-restored Austin A35 van.

4: Barry also noted this line-up of Bedfords, including three TLs – not a common sight.

2



3



4



THE CO-OP AND BELL

Vintage Roadscene for January was another very varied issue. I especially liked Michael Baker's 'Lorries Of My Acquaintance', the wonderful field scenes captured the period beautifully.

Regarding Nick Georgano's letter on page 69 and the Co-op 'Bell' commercials, this subject was covered by Nick Baldwin in 'Old Motor', volume 9, no 2, pages 150-7, under the heading 'Sound as a Bell'.

Having recently 're-visited' that old DVD recording I made in the 1990s from Channel Four, in connection with research

for the RACS article (starting next month – Ed), I also captured the attached 'frame'. I don't know where this display was held but I imagine it is a 'Bell' chassis, although the badge is rather Leyland-like. Compare it with about the nearest similar looking front end on the chara in the advert from the 'O.M.' article, the wings & headlights look the same.

Perhaps there are lurking somewhere some other 'Bell' photos? Nick's article does list the known societies who had them, but states that none were known to be supplied to RACS. Best Wishes for Christmas & the New Year –with even greater readership

Allan Bedford, Crediton



MUSHROOM FARM SCARABS

When you have space available, I wonder if you could put out a little appeal for information for me? Many moons ago, in 1967, I had a summer holls from school job at a mushroom farm at Bowden Lane, Market Harborough. The company name was Saint Mary's Mushroom Farm. The site was among residential properties and space was limited, therefore the 'muck' in which to grow the mushrooms had to be prepared at another site, down in the village of Great Bowden.

To transport the then boxed and ready material to the growing site a small 'fleet' of three-wheeled Scammell Scarab lorries and trailers were used. These ran on propane gas. There must have been around six of these lorries, and I seem to remember they

had been purchased from somewhere on the cheap, as a job lot. I think due to spares problems etc (I seem to recall two used as doners for parts) these lorries were in the end sold on somewhere and tractors and trailers were used for the transport, but that was after I had left to enter full time employment.

I have always thought those little Scammells were wonderful practical items and hope, probably in vain, that at least some of them have survived. So if you can spare the space sometime, I would be grateful if anyone can cast any news on this, or what a splendid result it would be if anyone had a photo of them at the mushroom site...

The St. Mary's Mushrooms company closed years ago and became, of course,

more housing. Under-funded and not very well managed as a family-run firm, that was inevitable, I would say. I moved far from Market H in 2001, and have tried some local sources of help, but to date got nowhere. I have also been in contact with the Mechanical Horse Club, who had never heard of the little fleet at the mushroom farm, so I am not over expecting, but your magazine goes off far and wide to so many, someone may have the answer. Thanks for your help.

Christopher Crocus, via e-mail

Now there's a fascinating story. If anybody else remembers these vehicles, please get in touch. It would be great to be able to publish a picture!

MANUFACTURERS' MAGAZINES

I have really enjoyed reading Malcolm Bates' series 'Publish and be damned', on the subject of house magazines, an aspect of commercial vehicle history which has received little coverage hitherto. In answer

to Malcolm's query about Esso Magazine, it was published quarterly between 1949 and 1990. I can recall that it used to appear on the shelves of my school library in the 1960s – presumably Esso distributed it to school libraries as a PR exercise. I used to look forward to reading

it, not least for any coverage of Esso's fine fleet of tankers!

Simon Green, Hull

What a great asset to your school library – we're glad to bring back memories and thanks for the extra information.

HAULIERS OF HULL

I found the article on Hauliers of Hull, (November, VR 192) and the reply from Dave Mortimer in VR 193 very informative. I'd seen the various lorries in and around Hull, but didn't know much of the companies' background.

In 1960, I spent harvest working on a large farm about five miles north of Drifffield, living in with the farm foreman. On to or three occasions anything up to ten of Readers lorries would roll up, after 6pm to be loaded; Albion four-wheelers, and Leyland Octopus eight-leggers, wheat in 18 stones, barley in 16 stones sacks. All the corn was harvested in bulk, only being bagged as it came off the drier and cleaner.

In 1948, we moved from a condemned cottage (still lived in, much improved I hope), into a brand new council house in Swanland, just west of Hull. Opposite lived Harold Wilson, who ran a Bedford O type on a C licence, delivering cement from Earles at Melton. By this time father was driving for Earles, and somehow it was arranged that I would go with Mr Wilson during school holidays (no doubt to get me out of Mother's hair as she was coping with my one year old brother). I did this from being about seven to eleven. He later got an ex Spillers Dennis diesel, and then a brand new Dodge Kew.

Most trips were into the West Riding, where a lot of rebuilding was taking place, factories, houses and power stations. One journey

that I still remember was to Malham, above Skipton, with the Bedford. We went down a very steep bank, right angle turn onto a narrow bridge, and another off it, taking a lot of shunting. We finally arrived at a large old house. Evidently we had to wait for the builders to arrive to unload, and then, out came a man in 'Downton Abbey' style uniform with tea and ginger biscuits – made my week!

I certainly didn't expect that in 1963 I should be driving ex-army O types, 200 gallon water tankers adapted as sprayers, and 800 gallon delivery tankers and a Scammell-coupling 1600 gallon artic tanker. As liquid fertilizer weighed a lot heavier, 180 gallons per ton, than petrol, they did struggle on some of the hills. I hope this is of interest to readers.

Peter Wheeler, Newton on Derwent

HARRIS MATADORS

I enjoyed the article on Harris's Old Tyme Amusements in the December issue. Here

is a photo from my collection of WPX925F, seen in Brighton in May 1985.

P Smith, Minster On Sea



MISSING MATADOR

Just received my latest issue of Vintage Roadscene through the Christmas post. Thanks, once again for an informative, interesting read – you never fail to impress!

Of special interest this month was the feature by Ian Young on the never die Matador. A local bus company here in South Wales, The West Mon Omnibus Board, owned one as a recovery vehicle, and I am writing to ask if any reader knows the present whereabouts of said Matador.

The 1942 AEC was purchased by the West

Mon second-hand from the British Army, and fitted with an 8 ton Harvey Frost Crane. Unfortunately, I don't have a photo of it in original guise, but have enclosed two photos of it with a body fitted by Longwell Green Coachworks of Bristol in 1960.

Originally in the smart Maroon and Cream livery of the West Mon (a specific paint mix solely for West Mon use) then re-painted in the Larkspur Blue/Snowberry White livery which was adopted in 1969. It ran on trade plates 266 AX.

It was sold and replaced with a Bedford

recovery vehicle, registered OVJ 722R – ugly looking thing! I always assumed it was sold through Merthyr Motor Auctions, but am not sure. Does anybody know where it is now?

By the way, having read the John Greeves article in the latest issue, the website Traveller Vehicles - Trucks, Buses and Wagons:: Traveller Homes is excellent, with lots of Dave Fawcett's pictures.

Graham Daniels, aka 'Old Slouchy', via e-mail



WELL-USED BUT CARED-FOR

Looking back at some photos of this year's events, and bearing in mind the comments about not having too many rally reports, I thought you might, nevertheless, like this shot of a well-used but cared-for Land Rover Series I recovery.

It seems to have survived in original condition, without restoration, which would only spoil its workmanlike appearance.

It's not that long ago that every local garage would have had something like this, ready to recover a customer's car.

This one was not entered in the rally, but was parked in the car parking field at Stradsett this summer.

Hopefully it will be preserved in this condition – it's all too easy to spray paint over history!

Mike Gosling, Wymondham



COCA COLA BANTAMS

Having read the interesting article by Stuart Spandler in issue 194 on Coca Cola, I have found some pictures which may be of interest. The Karrier Bantam in Coca Cola

livery, has bodywork built by Sparshatts of Southampton. The Albion Reiver is a Model RE25L with double-drive axles.

The fleet line up is of Bantams operated by the Green Spot (Holland) Bottling Co

and shows their method of loading. These pictures are all from the 1961 edition of The British Commercial Vehicle Industry.

Eric Emmerson, via e-mail



THAT LEYLAND CLOCK

May I respond to a comment made by your correspondent Alan Wilson, in his letter on Northern Issues (Roadscene 192, November) in which he states that the Leyland Clock displayed in the entrance to the Brewery Arts Centre in Kendal only tells the correct time twice a day.

I am led to believe that the clock has been keeping accurate time for some time now, although admittedly it did take a long time to get it to work satisfactorily, following an extensive overhaul which in itself took around three years to complete. This started with a request from the Kendal Civic Society, who had obtained a quotation from a local clock repair specialist to overhaul the movement and were looking for financial assistance in order to carry out the work.

Cumbria Steam & Vintage Vehicle Society

Ltd agreed to provide funds and members of the Society contributed a considerable amount of time in refurbishing the superstructure of the clock. Pictures of the re-erection of the clock pylon at the Brewery can be seen in a photo gallery and the story of the rework is recorded on page four of the news section of the society's website www.csvvs.org.uk

Following the return of the clock to the Brewery, it required much patient work by the clock company and the staff from the Brewery over many months, to get it to run reliably, but certainly on my most recent visit to the area, the time was correct. I hope that this is of interest.

David Foster, Carlisle. Treasurer, CSVVS Ltd

That's a happy ending to the story – sounds like a visit would be rewarding.

GEOFF HALLAM

We have heard of the recent passing away of Geoff Hallam of Grimsby at 87, from both Ray Newcomb and Paul Brewster, who had known him 45 years from when he started in transport management.

In his prime, from 1950, Geoff was chairman of Humber Warehousing and then took over the Mcveigh company, calling it Humber Mcveigh which was, up to the 1980s, one of the largest haulage companies. In his retirement, Geoff continued to be involved in transport, with Peter Osborne of the Green Group.

We hope to bring you more details of Geoff's career and his contribution to the Grimsby transport scene in a future issue.

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The Matador Gang



We have heard from Mel Thorley and Ian Mitchell of the SELNEC Preservation Society about the AEC Matador recovery vehicle they have rescued. The coachwork of the 'Matty', which was built when the vehicle was put into service in the 1960s by the North Western Road Car Company, appears to be in good condition and is still finished in the livery of its last operator, GM Engineering. Andy Taylor photographed the Matador at the Trans-Lancs Rally at Heaton Park in September (right), followed by the group's ex-Firstbus Volvo FL6 towing lorry. The SELNEC Preservation Society lads have sent us pictures of the vehicle as it is now, in its earlier SELNEC/Greater Manchester Transport orange and cream and the original North Western maroon. Wonder what livery they will eventually restore the Matador in...?



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THIS MONTH'S NEW RELEASES

1:76 Scale '00' gauge precision diecast models



Details May Be Subject to Change



38124 Bristol VRT

UNITED COUNTIES

In Tilling green livery United Counties operated services far and wide across the Home Counties from their base in Bedford. Our model is registered UBD 756H, fleet number 756 and is shown working on route 128 to Cambridge.

NOVEMBER RELEASE



31515 RM Routemaster

LONDON TRANSPORT

An amusing combination on this London Transport Routemaster is the reoccurrence of the number 177. Registered VLT 177, fleet number RM 177 is working on route 177 to Abbey Wood. This bus was based at New Cross garage and is one of the few to carry the London Transport logo without the line under the words.

NOVEMBER RELEASE



22914 Bedford TK Boxvan

RAIL EXPRESS PARCELS

This short twin axle Bedford TK in Rail Express Parcels livery is sure to please model and rail enthusiasts alike. Registered RAE 716M, fleet number 4TK 6714 MW would have been a familiar sight at Rail Depots.

NOVEMBER RELEASE



25212 Bristol RELB

SOUTHDOWN N.B.C.

Continuing our Southdown centenary model theme this time in N.B.C. colours. Bristol RELB UCD 603J, fleet number 603 is seen operating route 48 to Old Steine near the Royal Pavilion, Brighton.

NOVEMBER RELEASE

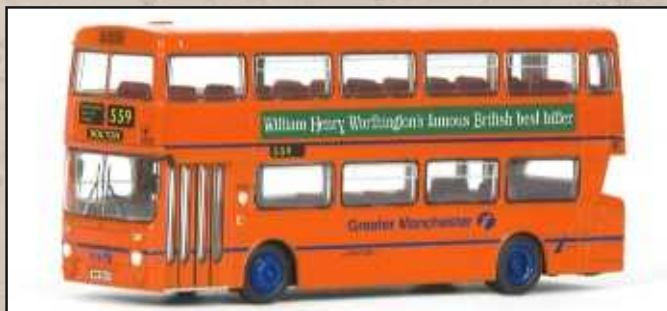


24823 Plaxton Minibus

NORFOLK GREEN

Norfolk Green has proved a very popular fleet on our models with the SLF Dart selling out almost as soon as it was released. The second release of our Plaxton Minibus in their colours features re registered N967 ENA, fleet number 402 working route 47 to Magdalen near Downham Market, Norfolk.

OCTOBER RELEASE



28608 GM Standard Atlantean

FIRST GREATER MANCHESTER

In Manchester the "Tomato Soup" livery was either loved or loathed in equal measure. Over the years First made subtle changes to their livery and our model features 4522 registered SND 522X on route 559 to Bolton and features the bold Greater Manchester markings.

OCTOBER RELEASE



29807 Wright Dennis Lance

SOUTHEND TRANSPORT

Southend's Wright bodied Lance's served the Corporation for many years, eventually becoming part of the First fleet serving Essex, one has now gone into preservation. Fleet number LSL 004 registered M764 JPA is working route 6 to Eastwood, Kent Elms.

OCTOBER RELEASE



33802 Bristol RELH Coach

LINCOLNSHIRE ROAD CAR

Lincolnshire is an interesting fleet working one of the larger counties so it's vehicles were well travelled. Their Bristol RELH fleet numbered 2822 and registered WVL 515 is working an Excursion as many of these coaches did.

NOVEMBER RELEASE

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